Fit "TripleX" -and be safe HUMBER do

THE SPHERE, MAY 13, 1939
With which is incorporated "BLACK & WHITE." 1/-

THE SPHERE

Vol. CLVII No. 2051 WITH WHICH IS INCORPORATED THE GRAPHIC MAY 13 1939

BELGIUM

CASINO-KURSAAL—KNOCKE ON SEA

The "SALONS PRIVES" are open from Easter to the end of September.
From July to September:
GRAND SYMPHONY CONCERTS, with World Famed International Artistes. OPERATIC SELECTIONS — FASHIONABLE FETES. TEA DANSANTS — SOIREES DANSANTES

ROYAL ZOUTE GOLF CLUB — LE ZOUTE

Three grand seaside courses and 30 Hard Tennis Courts. Living costs and charges much cheaper than elsewhere. Championships held every year. Write: SECRETARY.
Air Services by NORTH EASTERN AIRWAYS. Croydon-Knocke-Zoute daily.

Travel cheaply in comfort and in luxury VIA DOVER—OSTEND. Magnificent Motor Ships and Turbine Steamers.

FOR ALL INFORMATION apply to: Official Committee for Tourism, Phare, 2, Knocke o/sea, or Syndicat d'Initiative, 5, Avenue Elisabeth, Le Zoute, Knocke.

RECIPE BOOK FREE WITH EACH BOTTLE :

· R · G · BOOTH · BUSH HOUSE ·

PASSIONIZE
YOUR COCKTAIL

R. G. Booth
SIGNATURE BRAND
PASSION FRUIT JUICE

· R · G · BOOTH · BUSH HOUSE ·

RECIPE BOOK FREE WITH EACH BOTTLE :

THERE'S GOOD HEALTH IN YOUR TEA CUP WHEN YOU DRINK····

Sold only in ¼-lb. and ½-lb. packets and 1-lb. canisters. Priced at 3/-, 3/6, 4/2, and 4/8 per lb.
HARDEN BROS. & LINDSAY, Ltd., 30 Mincing Lane, London, E.C. 3

THE DOCTOR'S CHINA TEA

CVS-210

THE ARISTOCRAT OF LIQUEURS

Drambuie

THE DRAMBUIE LIQUEUR CO., 12, YORK PLACE EDINBURGH

When you are dining out ask for Drambuie. You will enjoy its exquisite flavour and intriguing bouquet.

Grant's Scotch Whisky

"FAMOUS FOR HALF A CENTURY"

TAYMOUTH CASTLE HOTEL

Don't you feel the urge to find sanctuary in the peaceful countryside? Come to Taymouth Castle, then. There's peace a-plenty in our wild glens and peaks—in fishing the calm Tay waters. And for your energetic moments—tennis, badminton, dancing, golf on a private course.

Telephone: Kenmore 231.

Aberfeldy Perthshire Scotland

LEYSIN SWITZERLAND
HEALTH RESORT ALTITUDE: Ft: 3750-4350
LUNG & THROAT DISEASES
OPEN-AIR, REST-AND COLLAPSOTHERAPIC-TREATMENTS

HELIOTHERAPIC TREATMENT OF BONE DISEASES, ARTICULARY, SKIN, AND ABDOMINAL DISORDERS.
Minimum prices 6/- to 20/-
APPLY TO: SYNDICAT D'INITIATIVE **LEYSIN**

The Friend that never fails

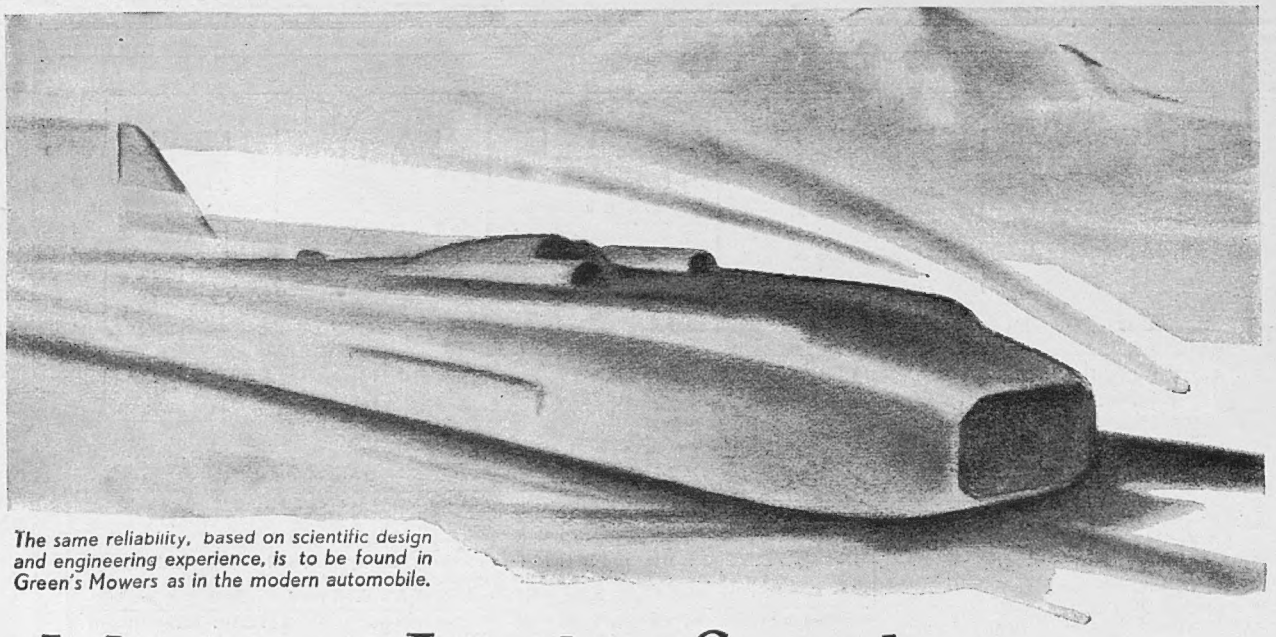
Friend of the penniless, the young, the old, the sick, the friendless, the fatherless . . . The friend quietly waiting everywhere to help and cheer the unfortunate . . . The Salvation Army.
Please remember the work it is doing — and help!

Gifts and Enquiries welcomed by
GENERAL EVANGELINE BOOTH,
101, QUEEN VICTORIA STREET, LONDON, E.C.4

THE SALVATION ARMY

HENNESSY
★★★ BRANDY

MOTOR UNION INSURANCE CO. LTD.
All classes of insurance transacted
10, ST. JAMES'S STREET, LONDON, S.W.1
MOTOR POLICIES

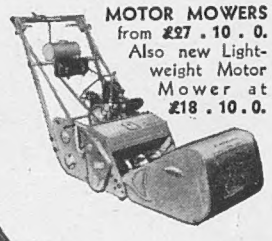


The same reliability, based on scientific design and engineering experience, is to be found in Green's Mowers as in the modern automobile.

Modern..Light..Speedy

GREEN'S MOWERS
are built to last a lifetime

'GREENSON.' A high-grade ball-bearing side wheel Mower, from £2.13.6 (grass box extra).



MOTOR MOWERS from £27.10.0. Also new Lightweight Motor Mower at £18.10.0.

'PRINCE' LAWN MOWER. Specially designed for medium-size lawns. 12 in. and 14 in. Complete with grass box, etc. From £7.15.0.

These are first essentials for mechanical perfection — of which a Green's Mower is a perfect example. Not an ounce more weight than is imperative to perfect efficiency is present; bearings and blades are of high quality steel to give unusual ease of movement and astoundingly hard and long wear. A Green's is not merely a mower — but an engineering masterpiece with over a century of experience built into it.

The Green's Mower you buy now will be reminding you of your wisdom in ten-twenty-thirty years' time!

There is a wide range of modern Green's Mowers for every purpose and purse. Ask to see them at your ironmonger's. If any difficulty, write to Thomas Green & Son, Ltd., Leeds, or Southwark Street, London, Dept. 140

Conway Stewart

BY sturdy unfailing service CONWAY STEWART Pens have proved their worth a thousand-fold. In business and home, in college and school the CONWAY STEWART is regarded by millions as a valued and trusty friend.

Other favourite models

"Duro" No. 26 (oversize) 21/-
"Conway Stewart" No. 35 - 17/6
"Conway Stewart" No. 226 - 10/6
"Conway" 475 - 7/6
"Universal" 479 - 5/6
"Dinkie" 540 - - 5/6

Of all Stationers and Stores

Coloured Catalogue post free from the Manufacturers:

CONWAY STEWART & Co., Ltd.
(Makers of good pens for over 30 years)
75/82 Shoe Lane, London, E.C.4

No. 286 12/6 — *The Pen of Pens*

HELP
URGENTLY NEEDED
for training Crippled Girls

Ninety per cent. of the girls in our Crippleage are unemployable in the ordinary channels of industry! They are happy under our care, but thousands of other crippled girls dread the future because they cannot earn a living unaided.

We want to help these. And we CAN. By patience and sympathetic understanding, we train such cripples to make artificial flowers and so enable them to become partially self-supporting.

Unfortunately, it is all we can do to maintain our present strength—340 girls at Edgware and Clerkenwell. The "WAITING LIST" grows bigger and bigger.

Must we continue to turn a deaf ear to these appeals for help?

WILL YOU JOIN WITH THOSE WHO MAKE IT POSSIBLE FOR THIS NOBLE WORK TO BE EXTENDED?

Annual Report gives fuller details. Please write for a copy.

JOHN GROOM'S CRIPPLEAGE
AND FLOWER GIRLS' MISSION
37, Sekforde St., Clerkenwell, London, E.C.1

Carpets cannot be thoroughly freed from dust whilst on the floor

PATENT STEAM
CARPET BEATING
COMPANY LTD.
196, YORK WAY, KING'S CROSS, N.7

Household Dyeing and Cleaning

CARPETS CLEANED (*by the SIMTUL Process*) **OR DYED**

COLLECTION AND DELIVERY FREE. **Tel. North 1173** *(4 lines)*
Carpets taken up and relaid. *Country Enquiries invited.*

YOUR CHEMIST SELLS

Rendells

FAMOUS SINCE 1885
APPROVED BY DOCTORS

THE SPHERE

SUBSCRIPTION RATES

Published weekly at 1/-	12 months, including Xmas Number.	6 months, including Xmas Number.	3 months, no extras.
	£ s. d.	£ s. d.	s. d.
INLAND	3 0 10	1 11 7	14 9
CANADA	3 0 8	1 11 5	14 9
ELSEWHERE ABROAD	3 5 6	1 14 8	15 10

THE SPHERE
32/34, ST. BRIDE STREET
LONDON, E.C.4

GENTLEMEN,

Please enter a subscription for THE SPHERE *for* ☐ *Twelve months* ☐ *Six months* ☐ *Three months for which I enclose cheque/postal order.*

NAME .....

ADDRESS .....

.....

Men's All-Silk Pyjamas

J. 210.—*For richness of texture and refreshing feel these silks will appeal especially to those in the hot climates and they are, above all, exceptional value. Classic designs, perfectly tailored in stripes of Blue, Green, or Wine. Also in plain shades of Buff, Blue, or Green. Sizes 38 to 44 ins.*

Per Suit **45/-**

GORRINGES

ERICK GORRINGE LTD., BUCKINGHAM PALACE RD., S.W.1

utes from Victoria Station. *'Phone: VICtoria 6666 (24 lines).*

The Springtime of Life

HOMELESS and DESTITUTE 4 CHILDREN RECEIVED EVERY DAY

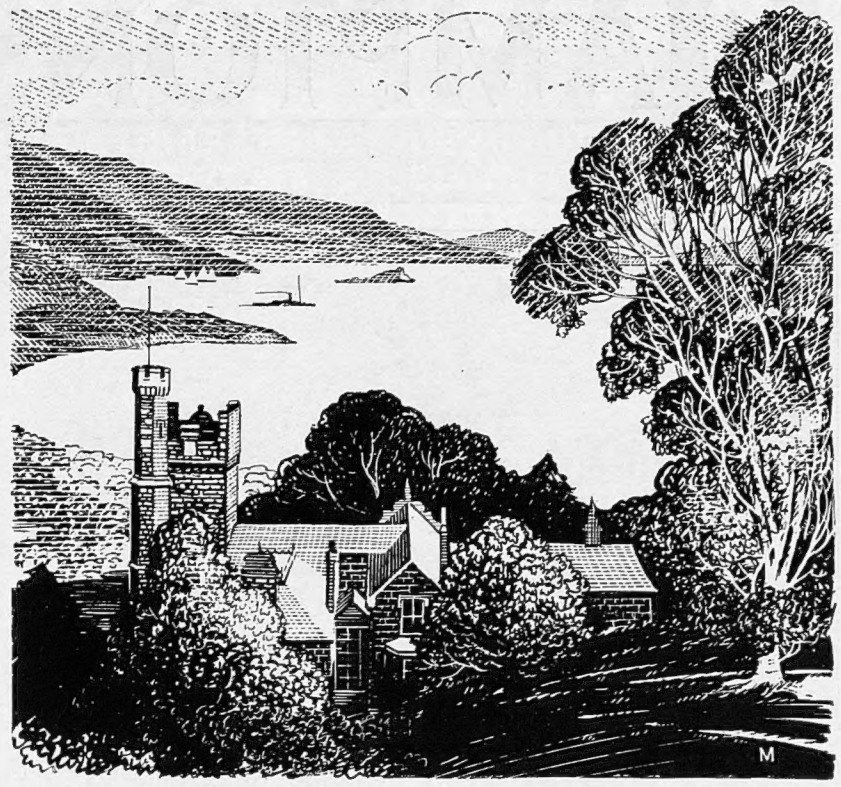
4,800 CHILDREN NOW IN OUR CARE

Please send ***5/-*** *to help feed a child for one week*

WAIFS & STRAYS SOCIETY

KENNINGTON LONDON, S.E. 11.

Bankers : Barclays Ltd.



This Summer—come

OVER THE BORDER!

Here in Scotland daylight lasts longer—but not long enough for those on holiday. For Scotland has the right sort of scenery—the sort that sends you home with the resolve to come back again and again.

Out and about in Scotland you'll glimpse many a grim fortress high on a hill, many a crystal stream splashing down through rocks and bracken ; herds of antlered deer on many a mountain side . . . .

Here you'll stride through crisp moorland heather ; you'll cross bridges that long ago echoed to the tread of fiery chieftains ; you'll explore villages where habits have changed but little with the passing years.

Truly is Scotland the land of Romance—Come over the Border this year with a Cheap Monthly Return Ticket and see for yourself ! Cheap Monthly Return Tickets are only approximately 1d. a mile 3rd class, 1½d. a mile 1st class and you have choice of returning by the East Coast, West Coast or Midland Routes.

In many parts of Scotland you can get "Weekly Holiday Season Tickets." Their price is from 8/- and with them you are free to travel by any train in a wide area for a week.

The following holiday guides are obtainable free from L·N·E·R or L M S offices and agencies "Scotland for the Holidays," "Land of Scott and Burns," "Clyde Coast and Loch Lomond," "Through the Trossachs."

L·N·E·R "THE HOLIDAY HANDBOOK" 6d.
LMS "SCOTTISH APARTMENTS GUIDE" 3d.

MOTOR CARS accompanied by one first-class or two third-class passengers are conveyed to include outward and homeward journeys at reduced rates.

STAY AT L·N·E·R or L M S HOTELS

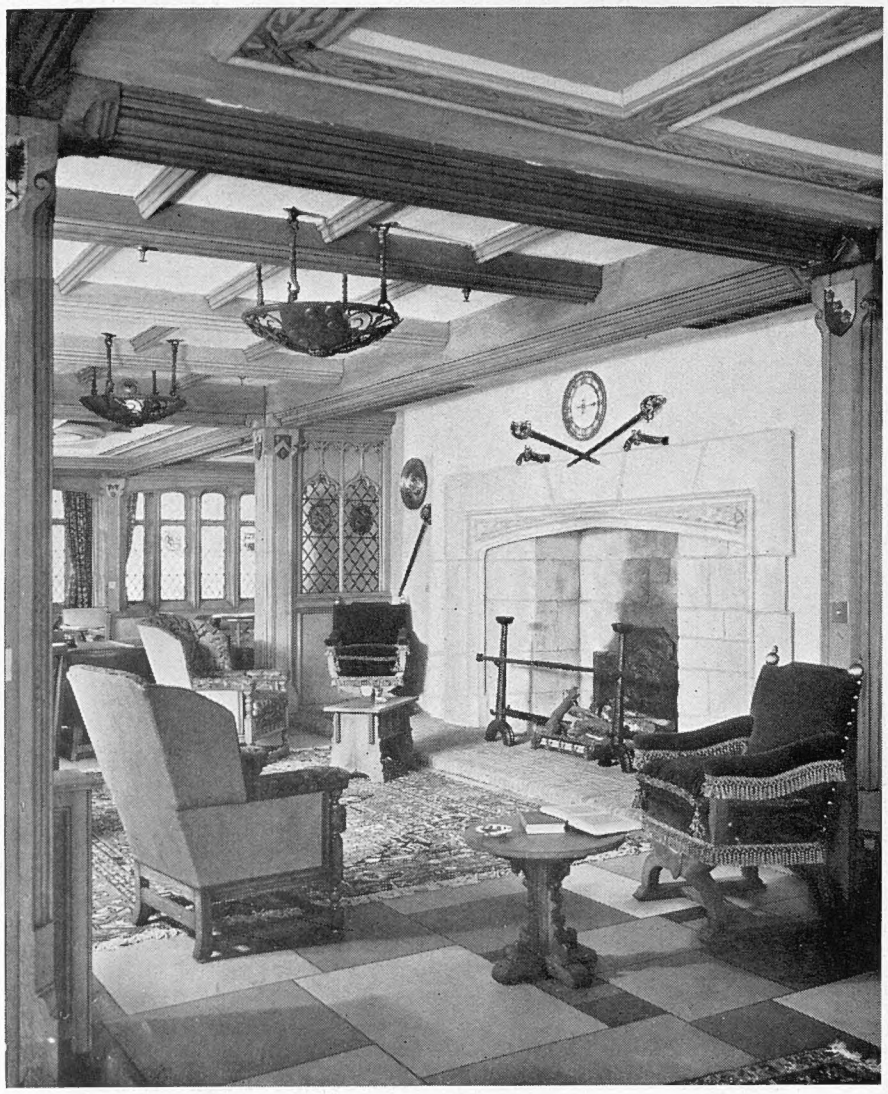
L·N·E·R L M S

LONDON & NORTH EASTERN RAILWAY ● LONDON MIDLAND & SCOTTISH RAILWAY

*

HAMPTONS

A HUNDRED YEARS REPUTATION FOR FURNITURE and DECORATION



THE Interior, in the English XVIth Century Style, illustrated above, is the Smoking Room of the new Liner "Dominion Monarch." It was designed by Hamptons and carried out in their Battersea Factories to the instructions of the owners,
Messrs. Shaw, Savill and Albion Co., Ltd.

For the Interiors of the Home, the Hotel, the Club and the Ship, Hampton's Decorative Artists are constantly preparing coloured drawings for the Decoration and Furnishing of Rooms in any desired style—Period or Modern.

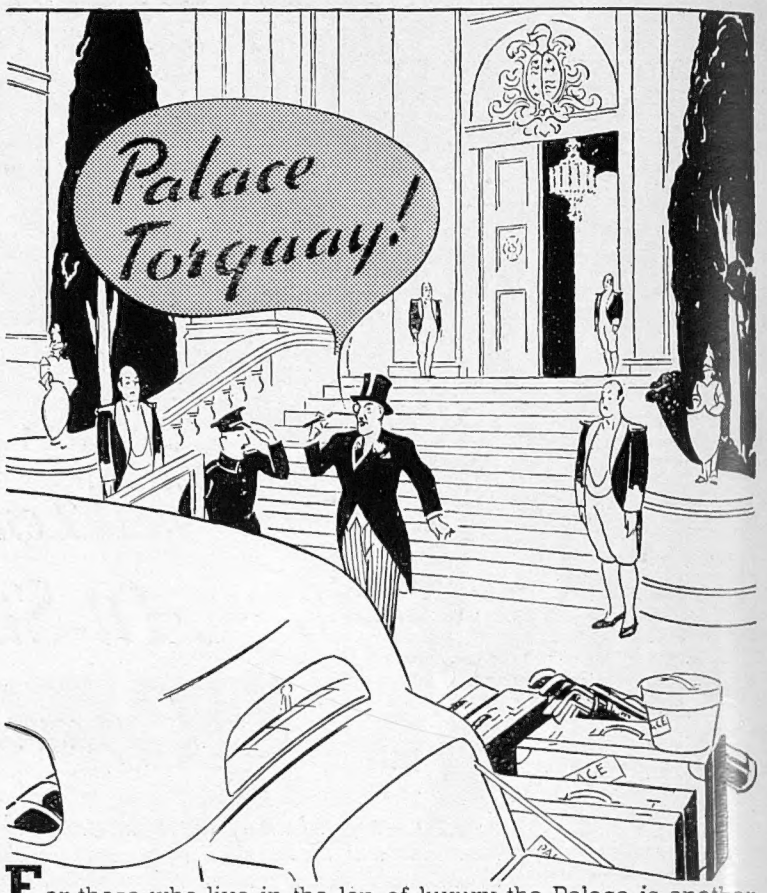
These drawings are made expressly to the individual requirements of the prospective customer and are prepared, together with a competitive estimate, without fee or obligation.

Please write for HAMPTONS NEW BOOK C. 205 illustrating, in colour, many of the latest productions and best values in Carpets, Fabrics, Furniture and Household Furnishings of every description. Post Free.

HAMPTON & SONS, LTD., PALL MALL EAST, TRAFALGAR SQUARE, LONDON, S.W.1.

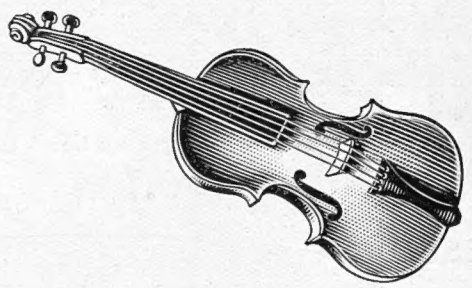
Telephones: Whitehall 1020

CVS. 356



For those who live in the lap of luxury the Palace is another feather in the bolster. It also provides an opportunity for lesser mortals to live like lords—although it is doubtful if any of the aristocracy's ancestral halls combine such amenities as golf, tennis, bowls, squash, swimming pool, gymnasium, sun lounges, dancing, cinema and entertainments. (At the Palace we include them all in the terms).

Fit as a Fiddle



after an Orient Cruise

You can get all the exercise you want on an Orient Cruise. On the other hand, if you prefer a quiet corner and a book you will not be disturbed.

5 CRUISES - 1st CLASS ONLY

By ORCADES and ORION (23,500 tons), from MAY to AUGUST, to the MEDITERRANEAN, ADRIATIC, NORWAY and the BALTIC.
Fares from 22 GNS.

6 CRUISES - 1st and TOURIST

By ORFORD (20,000 tons), from JUNE to SEPTEMBER to the MEDITERRANEAN, ADRIATIC and ATLANTIC ISLANDS.
Fares from £22 First Class, £12 Tourist

WRITE FOR ILLUSTRATED BOOKLET

ORIENT LINE

Managers: ANDERSON, GREEN & CO., LTD., 5 Fenchurch Avenue, London, E.C.3. West End Offices: 14 Cockspur Street, S.W.1, and No. 1 Australia House, Strand, W.C.2.
Telephones: MAN.3456, WHI.6981, TEM.2258 or Agents.

THE SPHERE
With which is incorporated "THE GRAPHIC"
The Empire's Illustrated Weekly
London, May 13, 1939

Picture by Edward Drummond Young

THE KING OF CANADA

A New Portrait of King George VI in Highland Uniform; Our First Reigning Sovereign to Cross the Atlantic

When King George VI sets foot in Canada next week he will be our first reigning monarch to cross the Atlantic and to visit one of the British Dominions; but he does not go as King of the Mother Country, but rather as King of Canada. In 1931 the Statute of Westminster threw into higher relief the position of the Crown in relation to the partner nations of Empire, and there is already every evidence to show that the largest of the Dominions is deeply proud to welcome her sovereign. For the King and Queen it is to be an intensely arduous tour, and from the moment they land in Quebec on May 15 to the hour of their departure from St. John's, Newfoundland, on June 17, theirs will be a well-nigh ceaseless round of activity. Their Majesties will visit Montreal, Toronto, and Ottawa, the great cities of the east; they will cross the prairies to Manitoba's capital, Winnipeg; and then, west again, will continue to fast growing Vancouver. On the return journey they will go for a few days into the United States, there to set the seal on their Royal mission of goodwill

Postage—Inland, 1½d.; Canada and Newfoundland, 1½d.; Elsewhere Abroad, 2½d.

THE KING GREETS QUEEN MARY AT WATERLOO before travelling down to Portsmouth with her on the day of his departure for the great Canadian tour. The King and Queen will be away for exactly seven weeks, June 22 being the date arranged for their return to England

A LONDON NEWSLETTER

32–34 ST. BRIDE STREET, E.C. 4

Wednesday, May 10, 1939.

ONE DISCORDANT STRING.

—I am not convinced that Press and radio invariably know what the public wants or indeed what is good for it. I have used up much ink in the past weeks in stressing the point—which is now becoming generally clear—that a bogy may easily turn into a bore and become more dreaded as a nuisance than as a terror. Hitler has reached that position in Britain to-day. No doubt we were caught short, and lost our sense of humour and proportion with our sense of security. To-day we are in rather better posture. We have made up much ground and have no longer any excuse for allowing the name and utterances of Hitler and his tub-thumpers to crowd out all sane, sensible and constructive news. No ear can endure a perpetual fiddling on one string and that out of tune. No man can do his work or use his initiative so long as this gross lack of proportion continues to spoil the values of the news services. Let us put Hitler on the second page for a week or so and see if there be any improvement in national morale. We know what we have to do, and to guard against. We shan't forget in a week. Let us go on with *that* business in silence and spare some optimism for our ordinary business. We are sick of the names and rantings of the following proscribed bores, in this order:—Hitler, Gayda, Goebbels, Ribbentrop, Göring. Mussolini has wisely taken himself out of the list—temporarily. If the Press and B.B.C. are wise, they will take note of our opinions or they may lose revenue.

IN CANADA.

—The Royal tour has started. Canada has shown already the quality of the great welcome it has prepared for the King and Queen. The whole nation is mobilised for the campaign of goodwill, the whole nation is agog to see the King and Queen. It is of course not possible, even for two people as willing, as anxious to please and as energetic as their Majesties to be everywhere. The Royal train is due to stop for necessary replenishments at many wayside stations, but where those stops are in the night, it can hardly be expected that their Majesties can break their sleep, for they will need all they are allowed in a gruelling programme. And no doubt the prairie folk understand that and will bear their disappointment. It is always the same on these tours. King George and Queen Mary, as Duke and Duchess of Cornwall, nearly killed themselves on the *Ophir* tour, especially during the seventeen days visit to New Zealand, in an endeavour to please everybody and to show themselves to everybody. But it cannot be done. For even Royalties must obey the rules of time and space and exist under the restrictions of human endurance. The spirit is willing, of that Canada will be in no doubt.

CONSCRIPTION.

—I have written and rewritten and torn up more than one paragraph under this head. It seemed to me at the end of it that no good could come of vehemently stating one's views about the vital necessity for conscription, of slashing at those who have opposed and still oppose it, and of criticising the Premier for not going further than he has. After all, we *are* a democracy and we know what democratic government means. If it don't always work well under war conditions when it is endeavouring to cope with the swift and ruthless moves of dictator states, it *is* our broad ideal of Government and we would not have it permanently altered. If we deplore the opposition policy of "routine criticism" of the Government in these times, let us admit that the chief critics of conscription as well as the Premier may know better than we what the domestic dangers of conscription in our elaborate machinery of politics and industry are. We have never believed in the bogy. We have always said: "Lead us and trust the people." And we have criticised Mr. Chamberlain for hesitancy and his critics for selfish obstinacy. Let us admit that, since they are none of them traitors, they have known more than we and may have had grounds for so long resisting that for which the majority will of the public of late has clamoured. The public at least has never condemned a Minister for changing his mind. On the contrary. We have too often criticised his lack of elasticity. We gave our trust to the Premier during Munich and did not withdraw it afterwards. We knew that he was fighting with buttoned foil against adversaries armed with naked rapiers. We must have known—we do know—that it was not mere weakness and hesitancy that brought it about that in all vital changes of policy since Munich, our Government has been kicked from behind:—By the dictators' aggression into changing the whole conception of our foreign policy. And by logical necessity and the burning will of our people, to set up a Ministry of Supply and at last to introduce a small measure of conscription. Let us therefore not minimise difficulties we did not comprehend which have so long deferred what the Government now agrees with the nation to be essential.

MUD BREAKS NO BONES.

—Let us not minimise the Government's achievements, for all its inevitable failures in co-ordination and economy of effort. It is a superhuman task which the Premier is handling. And if Germany is wise, she will not make again that cardinal mistake of 1914, which cost her so dear, and underrate and ridicule the temper and character of a nation she never has understood and never can hope to understand. We live in an ugly, guttersnipe street. For nearly forty years we have endured the boasts and vainglory and the catcalls and the insults of Germany's royal and "common" leaders. But mud-slinging breaks no bones and in time a little dignity and restraint may return to international relations, even to strained relations. Let us go forward with what unity and calm we may.

BOGIES.

—So large a proportion of the creeds which bind men together to do or to oppose doing are based on misconception, are founded on fiction, and it has always been so. One of the greatest factors to-day in the unity of the German people under Hitler and his policy is the belief in the "policy of encirclement" by the democratic powers. Yet to most Britons the continual contradiction of this absurdity by our statesmen is merely tiresome waste of time. We are so certain that no sane man believes in it. And so with the trade union leaders anent conscription. Their hatred of the word is due to a belief that it is "the thin end of the wedge"—a clever device by a Conservative Government gradually to take away from Labour the rights it has slowly won. To you and me such a belief is moonshine and fantasy. We simply cannot imagine circumstances in Britain in which Labour could take any step backwards. Always it must go on advancing and adding to its gains. No Government, however powerful, would even dare or even dream of daring to curtail Labour's charter.

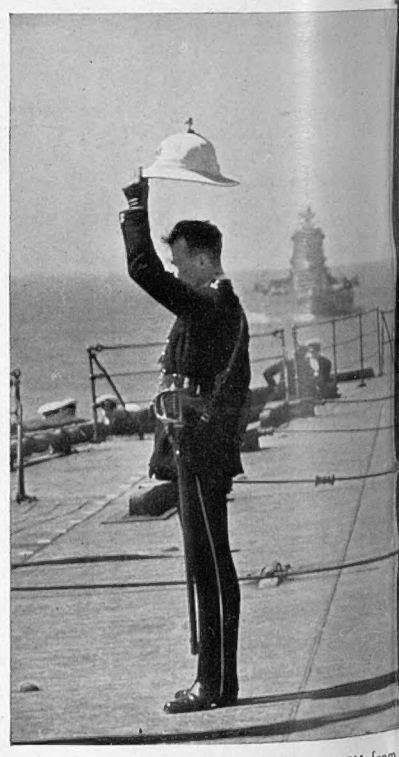
MAY FAIRS.

—The buyers of sixty nations did not forget our great Industry

A FAREWELL GROUP IN THE "EMPRESS OF AUSTRALIA": A picture taken just before the liner left Portsmouth, when members of the Royal Family went aboard to say good-bye to the King and Queen

On right—

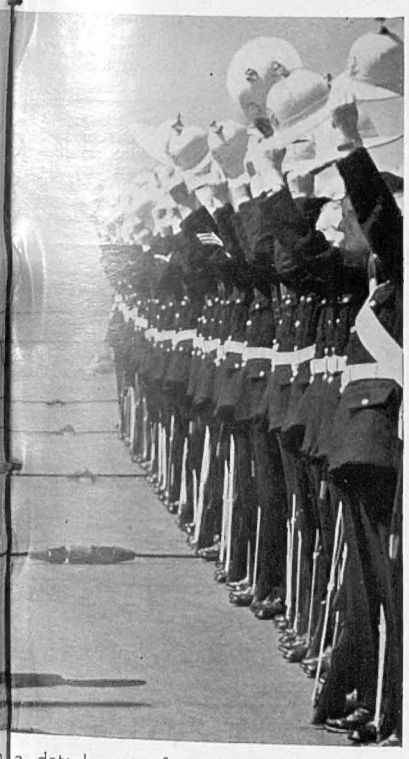
A HALF-TEARFUL PRINCESS MARGARET on the platform at Portsmouth after the *Empress of Australia* set out with her mother and father for the New World



CHEERS FOR THE KING AND QUEEN from deck of the new aircraft-carrier *Ark* passed on her way through the lines of

Fair in this year of disgrace. Let us not forget the fairs of other nations. Two famous ones opened within the last few days. In New York, on ground four times the size of Hyde Park, the World's Fair is drawing crowded houses, for it shows almost everything worth showing to peace-loving people, sick for security and a chance to plan and work constructively with hope for the betterment of human life. Even more significant, because it blossoms in the very centre and heart of Europe infelix is the Swiss Trade Exhibition at Zürich. It is small by comparison with New York's but it means much to Switzerland and deserves the tribute due to courage and faith in the face of grim prospects and gloomy conditions. Not that the setting at Zürich is gloomy. Far from it, it is all light and warmth, and colour and gaiety, an oasis in a desert of discontent. Splendours and immensity at New York, brightness and snap at Zürich, each fair deserves our interest and calls for our good wishes, but to the Swiss perhaps is due a slightly higher tribute to courage in adversity. May both fairs prosper! There is always a new cloud on the horizon, Danzig bulks large again and rumour of war will not yet or soon die away. But these great fairs prove what needs no proof—that our world is not yet composed of a majority of lunatics. Its only sign of general lunacy is that it suffers the tip of its absurd tail to jerk its huge body nearer and nearer to the abyss. It has no power of itself to help itself preserve what it most desires—peace. But the arts of peace—with which dictators do not so actively interfere, since even with them better trade is a consideration — still struggle to survive aided by the courage and initiative of the peoples of the world. It is a pity that the fruits of so much labour, skill and constant courage must be forever spent on what will prove ultimately weapons of pure destruction or useless scrap iron. Indeed these great fairs are first and foremost the bitterest, most telling and most ironical show-up of the absurdity of our civilisation.

FOR A FEW SECONDS it seemed that little Princess Margaret would give way to her feelings in public, but she soon recovered outward composure



a detachment of marines who lined the *Royal* as the liner *Empress of Australia* the Home Fleet en route for the Atlantic

AMERICA AND NEUTRALITY.—It seems fairly certain that America will by some means vary her present neutrality legislation. Isolationism is still an active force in the States, but Germany and Roosevelt have done a great deal in six months to reduce its appeal. America is beginning to comprehend its dangers even in the strongholds of Isolationism. In a few days America will either abandon the existing neutrality policy in toto, or it will give its President powers to name the aggressor in a world war and to act according; or it will adopt the cash and carry policy which implies that in a world war the nations with command of the seas can buy arms from America. Whatever policy she adopt, short of doing nothing at all, must favour the democracies in any world war against European aggression and will be a defeat for Isolationism.

QUEEN OF THE MAY, MOTHER.—They must have been undergraduates of triple brass who came out to dabble in the hoar frost and strain their ears to hear the Latin hymn sung by the choir boys on Magdalen tower—on May Day. Yet February in May is no new thing. Even in the days when the world was not politically upside down and wholly mad, in days when a sense of security and permanence lapped us round, May Day could be damnably cold. I shiver when I recall the only occasion on which I stood at dawn on May Day under Magdalen tower. That day cured me of any love of flirting with the dawn, and the only other occasions when I stood in the shadow of the tower at that outrageous hour were occasions when I had not been to bed but had been dancing at the Magdalen Commem. balls. But May always relents at last and then comes in the sweet of the year.

BALLOONS AND LIGHTNING.—Flashes of lightning in local freak storms have recently claimed several victims among tethered barrage balloons. The lightning presumably was attracted by the steel cables attached to the floating balloon and to a winch mounted on a lorry. Whether the lightning strikes the winch or the cable is not clear. It is fair to assume that a metal column many hundreds of feet in the air, high above every other column less vulnerable to lightning, must first attract that danger, and the results must be the more destructive since the attachment is filled with highly inflammable gas. It suggests that investigations are vitally needed into methods of insulating the balloon from the cable if the cable itself cannot be totally insulated. For thunderstorms in spring are mild and rare. Thunderstorms in June are long, severe and continuous. The toll of a single flash in spring might be multiplied many times in a big electric storm in summer. I seem to remember that many sausages fell victims to thunderstorms in France in the great war. But no doubt the authorities are fully alive to this question which is one upon which the observations of an ignoramus can throw no useful light.

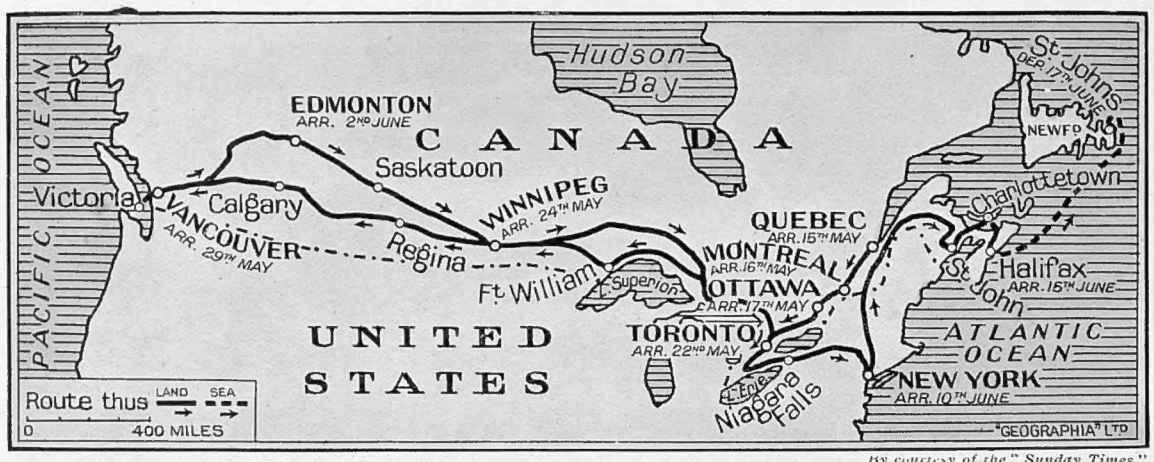
CANDIDATE FOR SLUMBERLAND EAST.—After a good deal of quarrelling and hard words, the Conservative organisation in Slumberland East (that true blue diehard Tory stronghold in which I have a vote) selected out of a score of aspirants a suitable young gentleman to fill the easy and certain seat at the next election.

GOODBYE TILL JUNE 22: Queen Mary, the little Princesses, the Princess Royal, and the Royal Dukes and Duchesses waving from the quayside as the *Empress of Australia* steamed away

Since which time the young gentleman has been making friends with his new constituents and visiting our major hamlets and country towns. Already the magic letters M.P., which he has almost in his grasp, have done their work and he knows his voice for *vox dei*. It is extraordinary how much he knows and how much he can promise us. The central office's "little books" have ensured that omniscience. We are all to be linked up instanter with water and electric light mains (local futility is to be a mere bad dream of the past), we are to be re-housed tastefully, and new trunk roads are to be built on lines which will not annoy any single one of us. We drink it all in with avidity. As for the European tangle, what our young sprig doesn't know, isn't knowledge. He knows exactly where government policy in the past erred. He was able to indicate with certitude the courses now open to the Government and to announce the course which the Premier should pursue. He was able to tell us what should be done about German colonies, National Service, agriculture and deep shelters. There was nothing he did not know and know beyond peradventure. We all, retired colonels, ex-stockbrokers, squires, farmhands and ex-pro-consuls, hung on his words. His knowledge has come so suddenly. Only so lately at Slocombe Parva, he had told us that the Premier's policy of appeasement would maintain the peace of Europe for years to come and that Hitler had shot his bolt. Yesterday he told us the same thing, substituting "collective security" for "appeasement." We went away greatly comforted and impressed. The young gentleman will one day be a M.P. So he speaks with authority (and not as the scribes). It is wonderful that a couple of letters put after a surname have all the value of forty years' experience of public affairs. THE OLD STAGER

CANADA PREPARED:

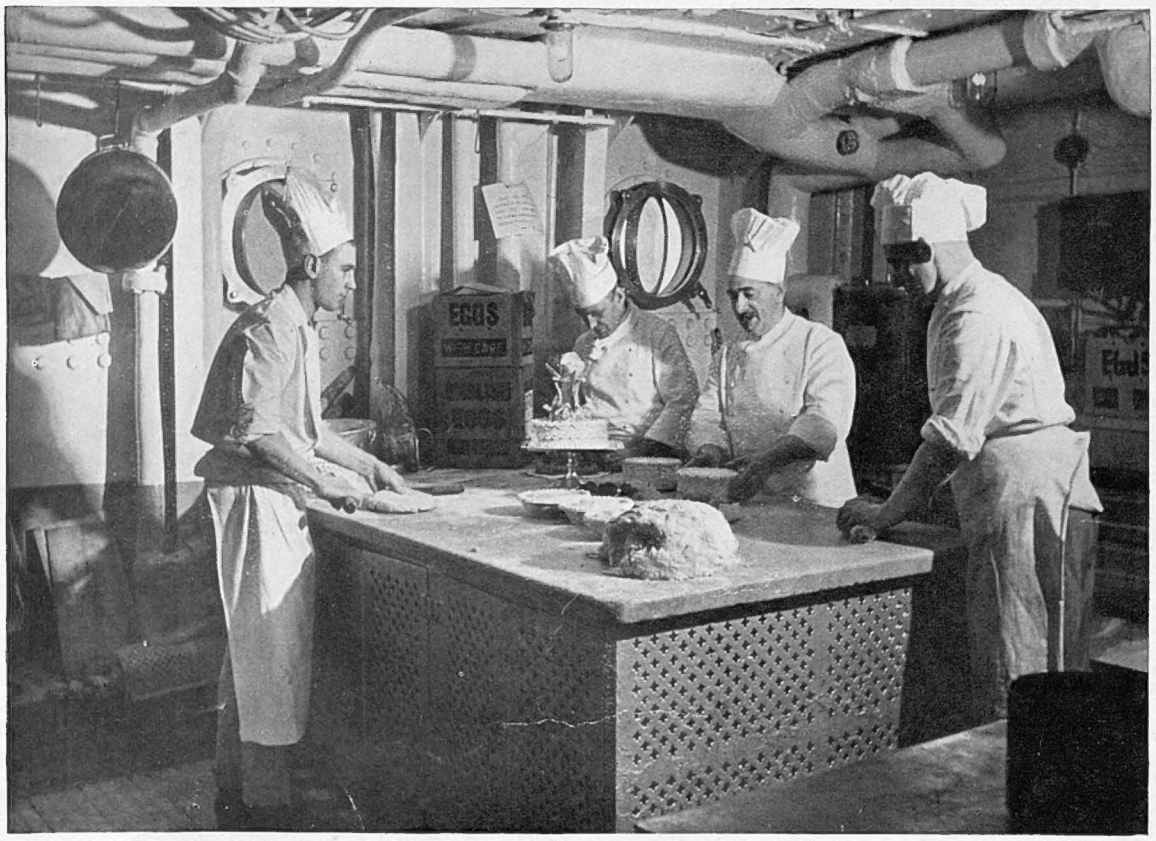
A Right Royal Welcome from City and Prairie Town Awaits the King and Queen



By courtesy of the "Sunday Times"

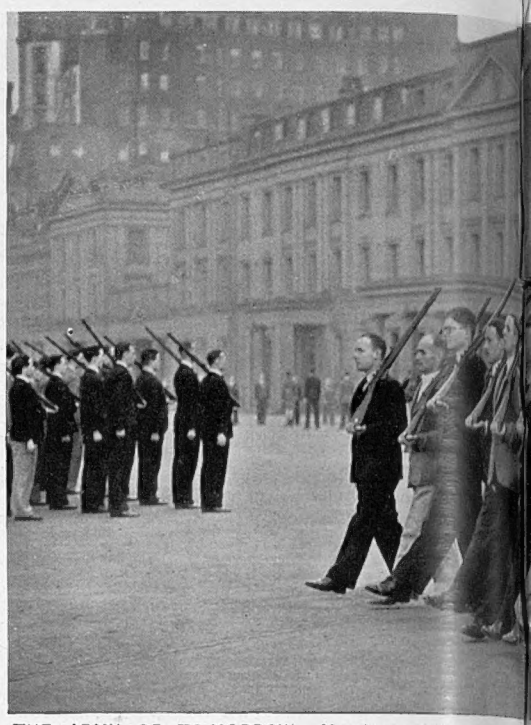
THE ROUTE OF THE ROYAL TOUR: A sketch map showing the itinerary that has been planned for the King and Queen during the month they will spend on the North American continent. They will land at Quebec on May 15, afterwards proceeding to Montreal, Ottawa, and Toronto, the three other great cities of the east. Their Majesties will then journey westwards to Winnipeg and, after passing across the Rockies, will arrive in Vancouver on the Pacific coast. They will return eastwards by a slightly more northerly way, and then, on June 7, will enter the United States at Niagara Falls, visits being paid to Washington and New York

NEAR THE ENTRANCE TO THE ST. LAWRENCE is lonely Father Point, and there pilots and Government officials have assembled so that they can join the *Empress of Australia* as she enters the great river and journey with her to the port of Quebec, where the King and Queen will disembark. The liner will traverse over five hundred miles of river, thus presenting the King and Queen with an ideal introduction to the Canadian scene



ARTISTRY IN THE GALLEY: Pastrycooks preparing cakes in the kitchens of the *Empress of Australia*; a picture taken before the liner left Portsmouth on her historic voyage to Canada. The most elaborate arrangements were made in order to provide specially varied menus for the Royal party during the course of the voyage

KALEIDOSCOP



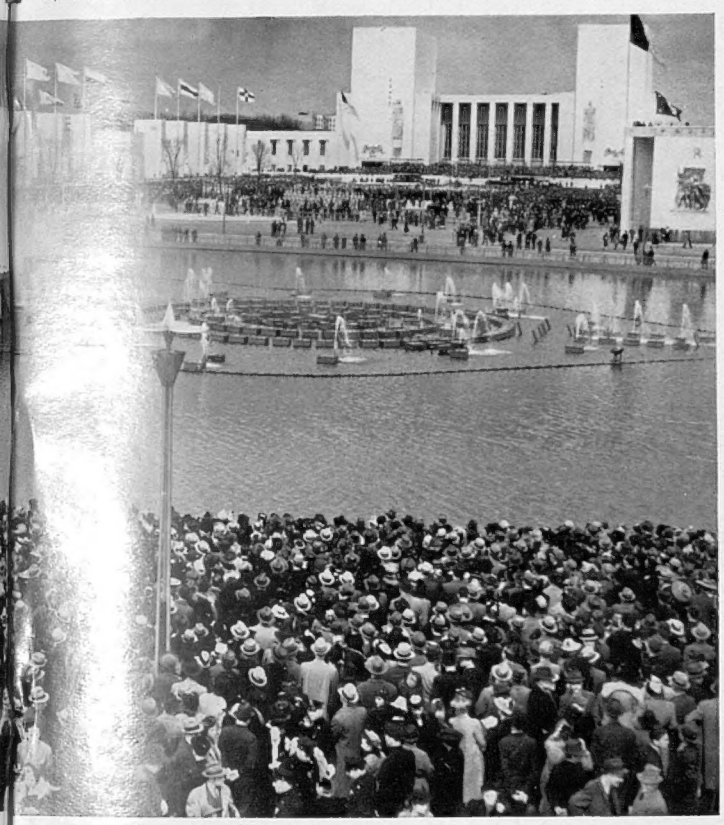
THE ARMY OF TO-MORROW: Members of the newly-formed 2nd Battalion, the London Scottish, engaged in rifle drill in columns of three on the square at Wellington Barracks. Recruiting both for the

NEW YORK FLOCKS TO THE WORLD'S FAIR: A glimpse of the big crowd that gathered on the opening day to watch the fountains play at the Lagoon of Nations, focal point of the great Exposition. In the right background is the Federal Building, from which President Roosevelt addressed a nation-wide audience in an inaugural speech that

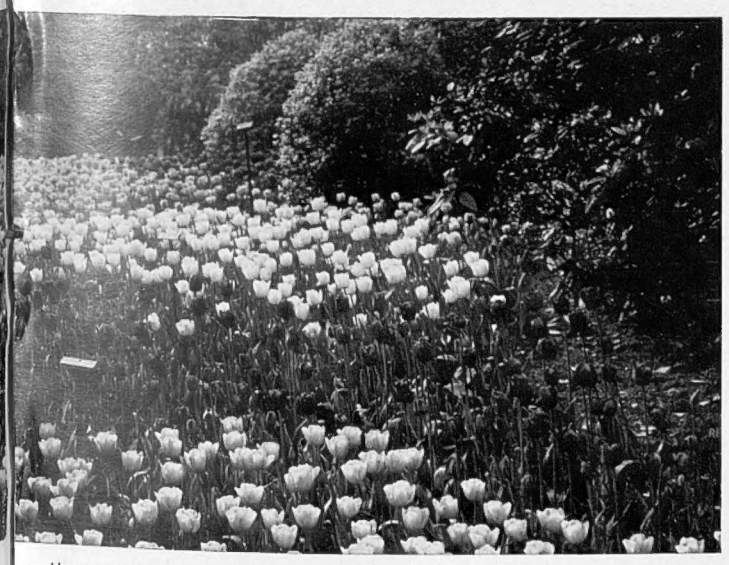
MAY-TIME IN ENGLAND: In this tulip bed in St. James's Park there are almost fifty different varieties of early and late flowering bulbs, and at

E OF THE WEEK

Regulars and the Territorials is going ahead with remarkable consistency, and only this week it was announced that the London Division of the Territorial Army required but 1,000 more men, apart from certain specialists, to reach the desired goal of doubled war establishment



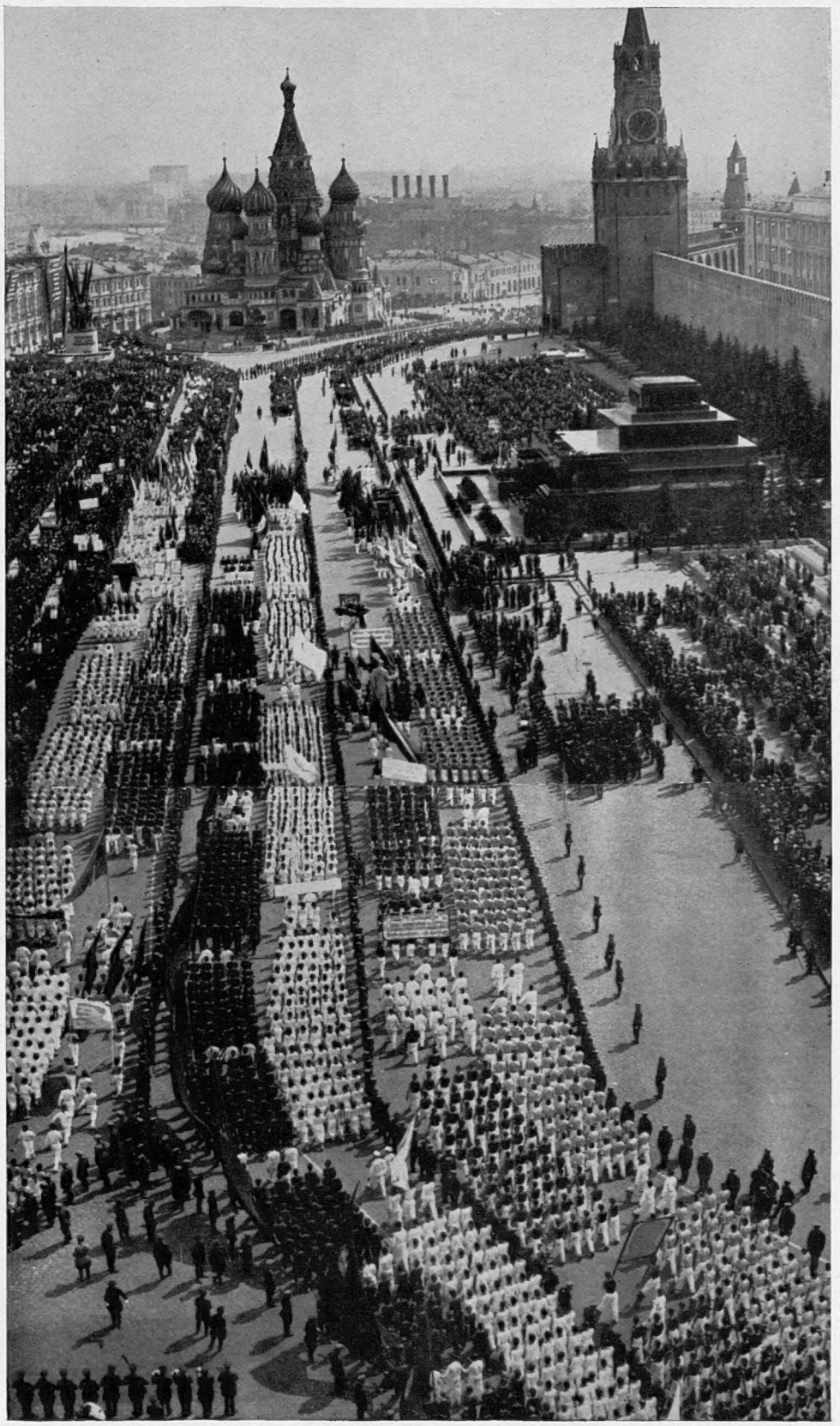
constituted a powerful plea for peace. "The people of the United States have hitched their wagons to the star of peace," he said. "Often I think we Americans offer a silent prayer that on the continent of Europe, from which the American hemisphere was principally colonised, the years to come will break down the many barriers between nations—barriers which may be historic, but which have so greatly through the centuries led to strife and hindered friendship and normal cultural intercourse"



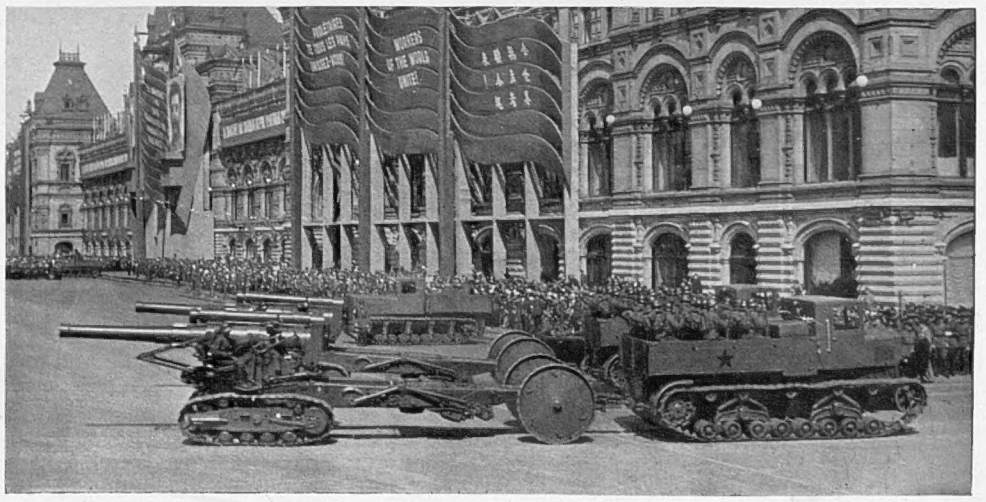
the moment they are creating a really wonderful blaze of colour. The London parks have long enjoyed an enviable reputation for their floral displays, and they are never more alluring than in the month of May

RUSSIA PREPARED:

Soviet Youth and Armaments on Moscow's Red Square



YOUTH ON THE RED SQUARE: An impressive view of the march past of Soviet athletes which took place in Moscow a few days ago, following closely on the heels of the traditional May Day parade of the Red Army. Against the Kremlin wall on the right is the mausoleum of Lenin, a massive truncated pyramid constructed of blocks of red granite. In a subterranean chamber the embalmed body of Lenin reposes in a glass coffin.



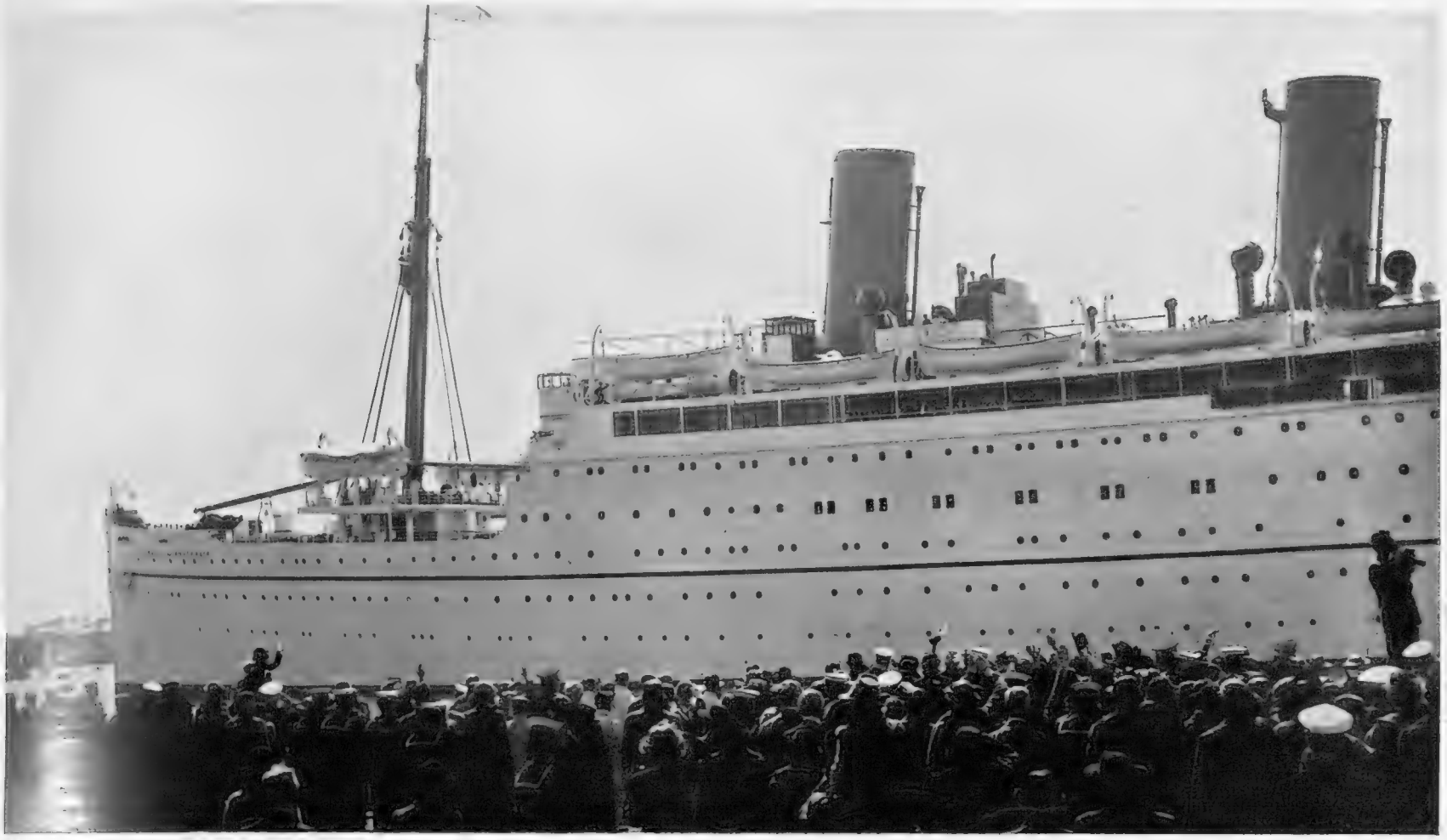
Below—Massive pieces of ordnance, mounted on caterpillar wheels and drawn by caterpillar lorries. A picture taken during the Soviet Army's annual May parade on the Red Square, where the troops were inspected by Marshal Voroshilov. During the course of his speech the Marshal declared that the Soviet Union would not embark on any military adventure, but was fully prepared for war. The Red force, he continued, threatens only those who cross the threshold of the Soviet house

LONDON'S LOYAL AND AFFECTIONATE SEND-OFF: This was the scene of popular enthusiasm as the King and Queen, driving with the Princesses in an open carriage drawn by Windsor greys, passed through the gates of Buckingham Palace and set out on the first stage of the historic journey that will take them across the breadth of the New World. All along the route to Waterloo Station, where the Royal party boarded the boat train, cheering crowds lined the way, and their numbers were particularly large in view of the fact that there was such a host of visitors to town for the Rugby League Cup final. Life Guards followed the Royal carriage

PORTSMOUTH TURNS OUT EN MASSE: Royal Marines in blue uniform and white helmets kept a clear passage for the Royal party as they walked from the station to the Guildhall where, in accordance with ancient custom, the King received the keys of the Fortress of Portsmouth—a ceremony that was last observed in the reign of Queen Victoria. After a number of presentations had been made the King and Queen and the two Princesses drove in an open car to the dockyard

THE KING AND QUEEN SET SAIL FOR THE NEW WORLD

London and Portsmouth Cheer Their Majesties as They Leave for the Canadian Tour—Warships Escort Them in the Channel



THE "EMPRESS OF AUSTRALIA" STARTS OUT ON HER HISTORIC VOYAGE: ... listening white C.P.R. liner seen as she left her moorings at Portsmouth last Saturday, bearing the King and Queen on the long journey to Canada. ... was the first time in history that a reigning British King had set out across the Atlantic. The *Empress of Australia*, which was chartered to take their Majesties at the last moment, when it was considered inadvisable to allow the *Repulse* to go far from British waters, has been specially painted for the occasion and her cabin accommodation has been considerably altered to suit the needs of the Royal party

A BRAVE ESCORT FOR A BRAVE OCCASION: The Royal tour ship *Empress of Australia* seen as she steamed through the Home Fleet accompanied by the cruisers *Southampton* and *Glasgow*, and H.M.S. *Repulse* (right), the battle-cruiser which was to have had the honour of taking their Majesties all the way to Quebec. It was finally arranged that the *Repulse* should turn back half-way across the Atlantic, while the *Southampton* and *Glasgow* should proceed the whole distance to Quebec

SMILING ONCE AGAIN: Mr. A. E. Wildey, of the Port of London Authority, enjoys a laugh as Princess Margaret speaks into a microphone on board the P.L.A. boat *St. Katherine* in which she made a tour of London's dockland with Queen Mary on the day after her parents' departure

THE NEW DISNEY PROFESSOR OF ARCHÆOLOGY at Cambridge University is Miss Dorothy Garrod, at present Director of Studies in Archæology and Anthropology at Newnham College. Miss Garrod is the first woman professor ever to be chosen by the University

A NOTED VISITOR TO TOWN: M. James Hennessy, septuagenarian head of the famous Franco-Irish brandy concern and keen sportsman, has just been over to London and has been racing at Hurst Park where he scored a success in the new "Triumph" race

THE KING-EMPEROR'S INDIAN ORDERLY OFFICERS FOR 1939 being inspected before they left for Buckingham Palace to be received by His Majesty on the eve of his departure for Canada. All four are Muhammadans

Home News Items

On left—
Madame Karlis Zarine, wife of the Latvian Minister in London, and her daughter, Marie Anne, wearing national costume as they talked with Sir Cecil Harcourt-Smith, the noted art connoisseur, at the opening of the Exhibition of Latvian Art at the Portland Place premises of the Royal Institute of British Architects. The crown worn by Marie Anne denotes spinsterhood. Pictures from the exhibition are reproduced on page 270 of this issue of "The Sphere"

THE SKY MINE:

A Growing Belief in Its Defensive Possibilities

SINCE the publication of the article on sky mines in THE SPHERE of April 29, serious interest in the idea has been aroused. The feasibility of floating these obstructions into the air in front of oncoming enemy aircraft is being discussed with greater interest and flexibility of attitude, and there is undoubtedly a growing feeling that the sky mine might, if used in sufficient quantities, prove the ideal reply to the raiding bomber. Whether the final mode of using sky mines will be just as originally shown in our diagram only further experiment can decide. Everything at the present moment is in the proposition stage. The present rate of ascent of one of the canisters with balloon attachment is calculated to be *1,000 ft. per minute.*

We reproduce here two aspects of the canister of explosive which it is proposed to lift into the sky as an aid to the other defensive weapons of shell and fighting plane.

The bomb canister is of light-gauge steel sheet, with four strikers or firing pins impinging concentrically on a central detonator, so that at whatever angle it is hit by the aeroplane one or more of the strikers will be depressed and will puncture the detonator.

Numerous forms of more elaborate bombs were at first designed with electric and mechanical firing devices, but as the effective use of aerial mines must, the inventor feels, necessitate the employment of enormous numbers, he has reduced the problem of the best type of bomb to the utmost simplicity and lowest cost.

Some authorities believe that an even smaller bomb would do fatal damage to an aeroplane at speed, as it is the terrific force of wind which will wreck the plane once its surface is damaged by a bomb explosion.

The self-destroying device, by which the bomb is exploded after the required number of hours in the air, if not exploded by impact with aircraft, is secret and therefore not illustrated.

THE SKY MINE: A canister of light-gauge steel sheet with four strikers or firing pins impinging concentrically on a central detonator. It is suggested that this simply-designed bomb would be ideal for attachment to a balloon for menacing enemy planes. A large "field" of these mines might well prove the ideal reply to the raiding bomber: a possibly decisive weapon in time of war

If any one country adopts the aerial mine, all the others will have to follow suit, and it is quite possible, in the opinion of the inventor, that it might prove such an antidote to the bomber that prospect of aerial warfare for the citizen would be robbed of nearly all its terrors, no one country being able to achieve dominance of the sky.

In our own time we are seeing the tank, which played such a vital part in the great war, being seriously challenged by the anti-tank gun. Why should not the sky mine play the same role?

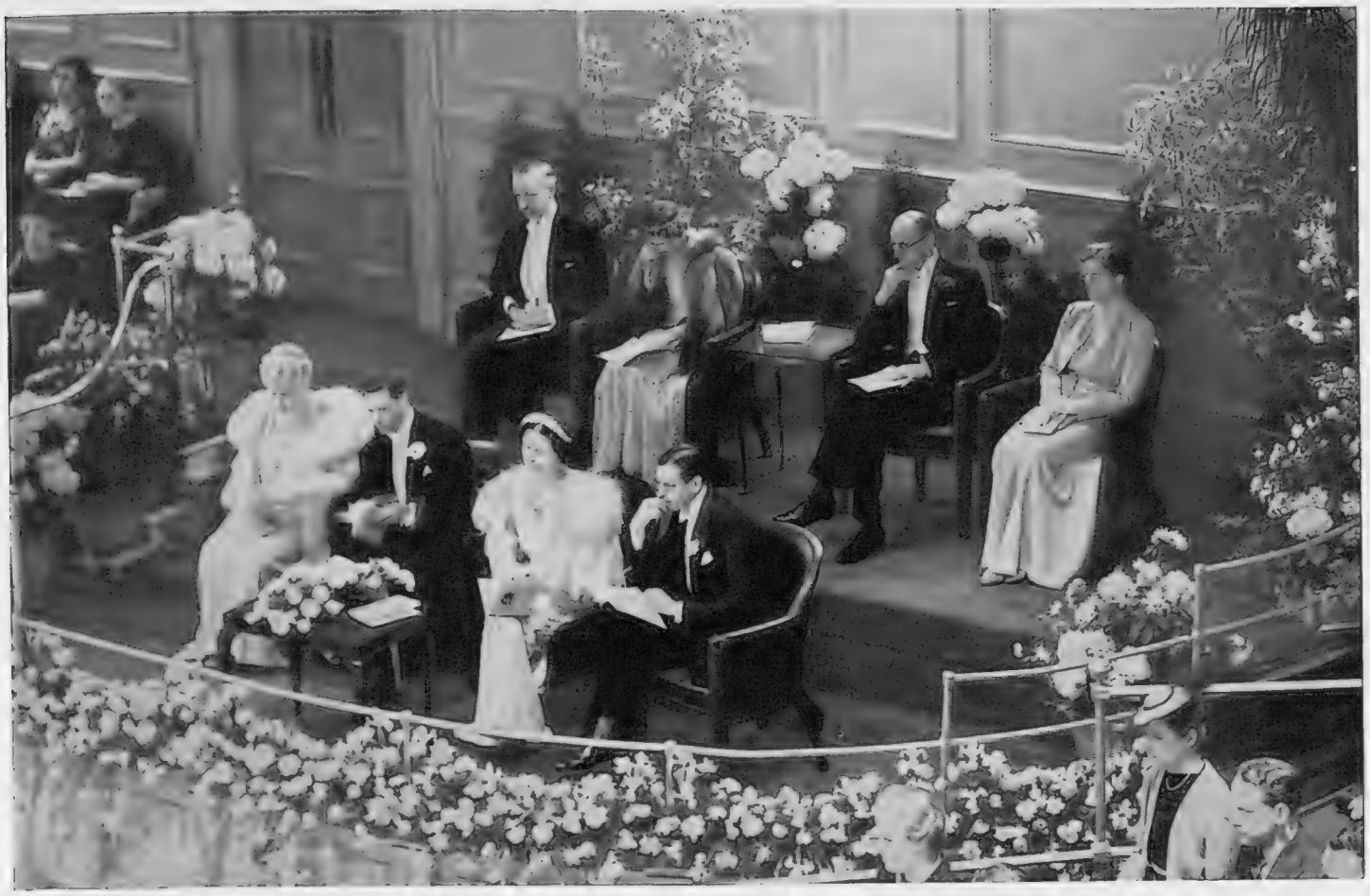
A SKY MINE CANISTER FROM ANOTHER ANGLE: If it is not hit by a plane during a raid, a self-destroying device comes into action after a specified number of hours

According to the inventor, Major H. J. Muir, prevailing winds enormously favour the use of the sky mine in this country.

The number of sky mines necessary to maintain an effective screen or barrage would be colossal, but there is no doubt that no less colossal would be the moral effect upon enemy airmen of an unknown number of mines, placed at unknown altitudes, invisible at night, almost invisible by day, and into which they might fly at any moment. Drawbacks known and conjectural are freely admitted, as for instance the necessity for friendly aircraft to fly to windward of mine areas, but there are not wanting expert opinions that, on balance, officially-sanctioned tests would show results convincingly in favour of this invention.

THE DEMOLITION SQUAD AND RESCUE PARTY ARRIVES ON THE SCENE following the dynamiting of a three-storey house in Liverpool for the purpose of an A.R.P. demonstration. One thing, in particular, which it was hoped the demonstration would prove was the usefulness of the Government's plan for reinforcing the basements of private houses with steel struts

ROYAL ROUND: The King and Queen See Toscanini Conduct Beethoven Symphonies : The Duchess of Kent With the Navy



Above—ROYALTY AT THE TOSCANINI CONCERT: The King and Queen, Queen Mary, and the Duke of Kent in their flower-bedecked box at the Queen's Hall where they attended a Beethoven concert conducted by Signor Toscanini and presented by the B.B.C.

Below—THE ROYAL VISIT TO PLYMOUTH: H.R.H. the Duchess of Kent inspecting a guard of honour at the Royal Naval Barracks; one of many duties she performed during her visit to the city last week when she stayed at Admiralty House as the guest of the Commander-in-Chief

b

THE OLD CITY OF TALLINN, capital of the new republic of Estonia that won its independence from Russia in 1917 and has since continued to flourish under an enlightened regime. Tallinn, strangely enough, supports a number of night clubs; a fact commented on by Mr. Greenwall

LITHUANIA, ESTONIA, and LATVIA

Three Northern Lands and Their Problems

The

BALTIC SCENE—II

By

H. J. GREENWALL

SINCE the Memel coup relations between the land of the swastika and Lithuania have not worsened, but there is a distinct air of confusion on the border of East Prussia and what is called, clumsily enough, Memelland. Lithuania has lost about 100,000 inhabitants, leaving a population of about 2,000,000, of whom 80 per cent. are Lithuanians, 4 per cent. Germans, 3 per cent. Poles, 7 per cent. Jews, 2 per cent. Russians, and 4 per cent. of mixed nationalities. The area of the country is 21,489 sq. miles, considerably bigger than Belgium, Holland, Switzerland, or Denmark.

Of the three former Russian territories Lithuania has had the stormiest passage during its twenty-one years as an independent republic. Lithuania was the battleground of

LATVIA MILITANT: *Above*—President Karlis Ulmanis inspecting members of the Shutzwehr during a ceremonial parade in Riga. *Below*—Peasant folk, with banners flying, marching into Riga to take part in a singing festival

the Germans and the Russians; towns were burnt; 50 per cent. of the livestock was destroyed. Churches lost their chimes and even their roofs; brass handles were wrenched from doors and the sashes from windows. When the world war ended the former duchy was just a ruin.

In 1918 the independence of Lithuania was declared, but that just meant another war, or rather three wars, all being waged simultaneously, the Poles had to be fought, and the Russians, Lithuania being the bone of contention but a bone that had to take part in the struggle. Then the Baltic barons who had reigned undisputed for years and who had exploited the forests and waxed rich, put up a fight for their lost riches. When they, the barons, had been defeated and the Russians driven back, Lithuania had a breathing space of two years. Then the Poles came and took Vilna, the capital, so Kaunas became the seat of government. Peace reigned until a few weeks ago, then the Germans came and took away Lithuania's port.

Lithuania is now looking to the Poles for help, the country thinks it has suffered enough. An English-speaking farmer said to me, "We were Russians for 120 years, Russian serfs, but we never lost hope for our freedom. We won our freedom on the battlefield and it is only on the battlefield that we shall lose it."

These are brave words which may be backed up by brave deeds. There is undoubtedly a different spirit in the three former Russian countries from that which I found prevailing in Denmark. Lithuania, Latvia and Estonia form a solid *bloc*. Their internal laws are identical and their joint and mutual interests make it necessary for them to protect their interests by pursuing a mutual foreign policy, and that policy may be summed up in the sentence: we mean to preserve our neutrality. They do not say independence; they threaten nobody, they feel that if they should be drawn into a war it would mean the loss of independence.

"Is there any possibility of the entente between Lithuania, Latvia and Estonia becoming enlarged?" I asked a Foreign Office official. "You mean," he countered, "is there any possibility of these three countries forming a defensive alliance with Finland, Denmark, Norway, and Sweden? No, there is not. We stand alone, but we hope for the protection of Poland."

The map of northern Europe is being closely studied in these countries of sandy shores, of huge forests of fir and pine, of immense lakes; countries of deep peace of the soul, countries which feel themselves threatened with extinction unless protection is afforded them. The map shows that if the landsmen of the swastika extend their grip eastwards along the Baltic, Poland will become held in a vice, a nut-cracker capable of crushing Poland just as Austria and Czechoslovakia were crushed. The three former Russian countries could put an army of perhaps 600,000 men into the field against an aggressor, men from the farms, fine fighting men, but what would this avail against the hordes from the land of the swastika? On the other hand, if Poland stands by, in her own interests, the men from the farms and the fields would gladly march.

The loss of the port of Memel was a body blow to Lithuania. Some £2,000,000 was spent on improving the port, and another £2,000,000 went on linking Memel by railways and roads to the hinterland. The harbour had been deepened, breakwaters and wharves built; modern warehouses and a grain elevator were erected; electric cranes and oil tanks made Memel a most modern port; ships for many nations were being built in the local yards. Then came Hitler and took it all away.

Now, the question is asked, is Hitler going further; is our land safe from armed robbers? Verily, these lands should be a haven of peace, countries made for happy holiday-makers from other lands. The Baltic countries, the new countries, are well known to the Swedes who flock across the Baltic every summer, but so far they are not very well known to either the British or the French. Hereabouts are mineral spas and watering places galore. There are hotels, many of them, where one can live well for a few shillings a day. There is sunshine and smooth sandy beaches, fir trees in millions, everything to make people happy, and yet there is a brooding weariness which makes an observer sad.

One step farther and we are in Latvia, a country of 24,435 sq. miles, but with a population of only 1,900,000. It is curious that even a few miles nearer Russia there is already a change in the officials and a change, too, in the landscape which takes on something of the picture-book Russia we knew in our youth. It is true the landscape is lit now by a spring sun, but it is not difficult to imagine jingling sleighs and women wrapped up in thick furs riding fast past the snow-laden pine trees. The houses, wooden affairs, all look like picture-book Russia and not the Russia of steel factories and red, screaming trams. The Customs officials in Latvia are particularly old-school-tieish Russian; they are so very thorough in their examination that one feels that the pretty girl over there must be a famous international spy.

Latvia, as a matter of fact, was, until quite recently, much more afraid of Russia than she was of the land of the swastika. She has, unlike her neighbour Lithuania, no common frontier with the country of Hitler, but the whole of her eastern frontier borders Russia, while she has a maritime frontier on the Baltic, 350 miles long, another which marches with Estonia, and another bordering Lithuania and Poland. There was a time when Latvia thought that her Russian frontier would have to be guarded against invasion, but now there is some comfort in the thought that help might come from the quarter which once inspired fear.

Riga, the capital of Latvia, always a town of strategic importance in the Baltic, has achieved even greater importance now that Memel is being made into a powerful enemy fortress, with long-range guns intended to command the Baltic cross-roads. Riga is a fine city of broad, tree-lined avenues, but it also possesses an ancient *quartier* of much tourist interest. The Baltic cities have, I should say, more cabarets per capita than any other cities of their size in the world. It is a wonder to me how the majority of them manage to pay their way. Not that the entertainment or the fare provided is expensive, far from it; one cannot complain, for instance, of a charge of twopence for a glass of local liqueur brandy, with a dance band that would not disgrace any London night club, and a medley of dance hostesses whose range of languages goes far beyond the borders of the Baltic.

Riga boasts the most paternal casino in the world. No citizen of the Latvian Republic is allowed to gamble there unless he signs a statement that he has a minimum income of £600 a year, a sum, I may say in passing, on which a Lett can do himself very well indeed—oh, very well. The declaration signed, the paternal government throws open wide the door of the casino, and with an implied good-luck-my-boy from the Cabinet, the gambler stalks in. It is whispered in Riga that the gamblers' signed declarations are then passed on to the income tax inspectors. Another old Russian custom.

These customs still linger on, to the great annoyance of foreigners who have been attracted to Latvia by the possibilities of developing a country with a small population, but which could almost

(Continued on page 284)

LITHUANIA'S ATHLETIC YOUTH: Uniformed girls taking part in a gymnastic parade. They are descendants of a people who once ruled from the Baltic to the Black Sea

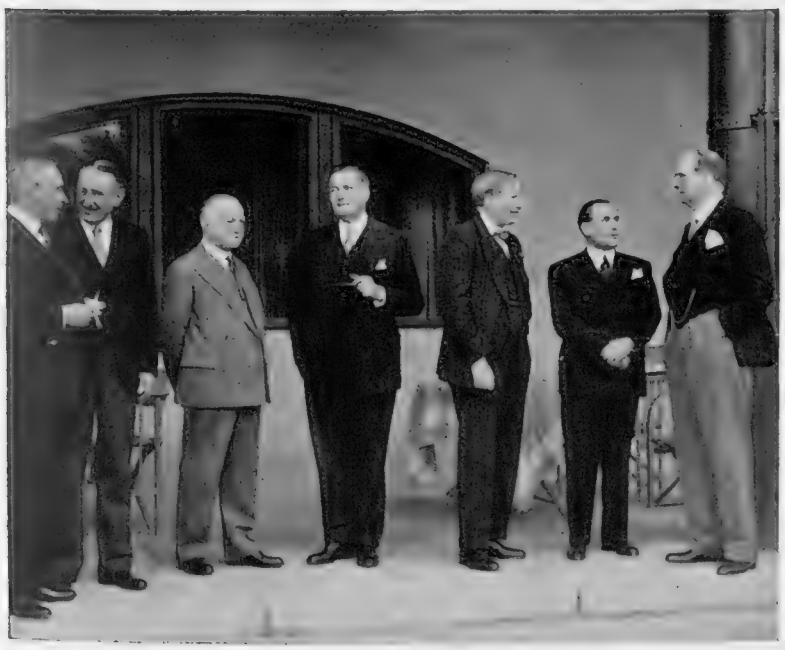
THE LAND-BANK OF LITHUANIA: The imposing headquarters at Kaunas of an institution which does much important work by granting agricultural credits to the farmers

A FOREIGN SURVEY

THE STATUE OF OUR LADY OF HOPE, which was hidden from the Communist iconoclasts during the early days of the Spanish civil war, has now been restored to its place of honour in Seville Cathedral, and when this picture was taken Don Carlos and the Dona Luiza, leading members of the Bourbon family, were kneeling before the statue in order to give thanks for its return

A MONSTER CHILDREN'S DISPLAY IN PARIS: Members of the Cœurs Vaillans—Valiant Hearts Society—presenting a religious drama in the Palais des Sports. The display, watched by 25,000 people, took place on the occasion of the society's tenth anniversary

MANŒUVRES IN THE EGYPTIAN DESERT: The Egyptian forces have been very active of late, carrying out exercises based on lessons learnt from the British Military Mission. *Left*—Lieut.-General Sir Robert Gordon-Finlayson (carrying shooting stick), G.O.C.-in-C. British Troops in Egypt, is seen discussing operations with an Egyptian officer and a political leader. *Right*—An Egyptian army car halted by the skeleton of a horse on a caravan route in the desert



TRADE MISSIONS ARE IN THE NEWS and economists, in common with the politicians, are journeying from capital to capital in attempts to improve conditions in a troubled Europe. The Anglo-Rumanian economic talks were proceeding last week in Bucharest and, although there were difficulties over exchange rates, negotiations were reported to be going fairly smoothly. In the left hand picture (reading from right to left) are Sir Frederick Leith-Ross, head of the British delegation to Rumania, M. Mitita Constantinesco, the Rumanian Finance Minister, and Sir Reginald Hoare, the British Minister in Bucharest. Meanwhile, representatives of the British fish trade have been in Holland and in the right-hand picture the delegates are seen posing in front of a great load of barrels on the quayside at Scheveningen

CHINA'S BACK DOOR: A diagrammatic drawing specially made for "The Sphere" to show the routes by which goods are being taken from Burma into western China now that China's ports are in the hands of the Japanese and China has no eastern outlet to the sea. From Rangoon a railway runs to Lashio, and from this railhead the highway has been improved sufficiently for light lorries to travel to Kunming in Chinese Yunnan. If heavy freight has to be transported it is taken up the Irrawaddy River to Bhamo, afterwards proceeding by road

IN view of present conditions in China and her difficulty in obtaining supplies through Russia (a long and difficult route) and French Indo-China (where there have been various obstacles to transportation and where, in any case, the railway is so vulnerable to air attack that freights are necessarily excessive), the other remaining uninterrupted line of communication—through Burma to Yunnan—is naturally increasing in importance and details concerning it may be of general interest.

There is no through rail communication to Yunnan from Burma, the railhead being at Lashio in the Northern Shan States, some 116 miles from the frontier, and although China is known to be pressing for this line to be continued right through, no decision has yet been made regarding this questionable project, and it would in any case be an expensive and lengthy one.

Meanwhile, however, extensive work is now being carried out on the frontier road (which has for many years been motorable by light cars in the dry season) to make it an all-weather one for heavy transport, and an entirely new section has recently been cut to connect with the new Yunnan highway from Kunming (the new name for Yunnan-fu) on which many thousands of Chinese coolies have been at work for months past.

It is important to understand that this route is not likely, at any rate in the near future, to be an economic one under ordinary trade conditions. These will still be more cheaply effected by the old methods of mule, pony, and coolie transport, since time is not an important factor and loads not unduly heavy. Motor transport will necessarily always be expensive, for petrol is very dear (about Rs. 1/12 a gallon in Lashio) and running costs high on this hilly type of road. At the same time, it is the only possible solution to China's urgent problem of obtaining quickly a steady supply of her pressing necessities.

To come now to the actual routes through Burma. It would be possible to send materials by the Irrawaddy Flotilla Company's steamers from the railhead at Katha to Bhamo (as being quicker than by river the whole way from Rangoon), and this will probably be done in the case of heavy machinery. But from Bhamo the road routes still present considerable difficulties. That from Bhamo to Tengueh is, except for a short distance at the start, only suitable for mule transport, and to make it fit for heavy motor traffic would be impossible without immense expense, cut as it is out of the hillsides along the valley of the Taping.

From Bhamo to the Shweli, where the new bridge has been open since Christmas, 1937, there is now a road which, if one excepts the risk of monsoon landslides, is motorable in all weathers. But this crosses the high pass between the Shweli and Irrawaddy watersheds, and is so narrow and twisty as to necessitate one-way traffic, and therefore it would be impracticable for constant heavy traffic on any large scale. Besides which, the twenty-three-odd miles between the Shweli and Muse, being a flat paddy plain which in the monsoon is flooded by the river, would entail a very large expenditure on bridges and culverts to make it passable all the year round.

Interest and expenditure are therefore chiefly concentrated on the Lashio route. From Rangoon the narrow-gauge railway—actually one of the fastest for its size in the world—traverses the five-hundred-odd miles to Mandalay across the delta and the flat paddy plains of Upper Burma through rather monotonous scenery, broken only by the low line of the Yomas and later by the distant and higher ranges of the Karen and Shan hills. From Mandalay it climbs upwards, through Maymyo, headquarters of the army in Burma, to the Shan States, crossing the famous Gokteik Gorge and on through another 90 miles of hilly country to the railhead at Lashio. The Gokteik, its most spectacular point, is also its most vulnerable, and a guard is now placed here as a precaution against sabotage. The viaduct crosses a narrow gorge some 900 ft. below it, with a bluff of limestone cliffs on its eastern edge.

THE STEEP APPROACH TO KUDKAI (a climb of 2,600 ft. in a very few miles) constitutes one of the most picturesque stretches of the highway from Lashio (railhead of the Rangoon railway) to Kunming, western China. Much labour is being expended on making the road fit for goods transport at all seasons, for on it China largely depends for her pressing needs

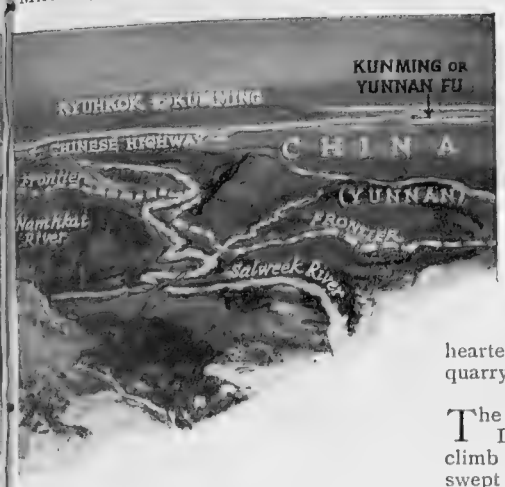
AN IRRAWADDY RIVER BOAT: It is on craft of the type depicted in the centre that heavy machinery destined for China is taken upstream to Bhamo and then continues by road. It is not possible to transport bulky freight on the Lashio route because certain bridges are too small

The journey from Mandalay onwards is naturally rather a slow one, taking about fourteen hours to Lashio. This is a delightful spot, lying some 3,100 ft. above sea level in an open plain rimmed all round by hills. Headquarters of the Northern Shan States

A BACKDOOR TO CHINA

How Goods for the Republic are Being Transported Along the New Highway from Burma

Described by a Correspondent Familiar with the Route



administration and the Northern Shan States Battalion Frontier Force, its normal activities have suddenly been augmented by the work, just begun, of extending the railway a further two miles to facilitate the transfer of materials from rail to road on this last lap of their long journey to Yunnan.

The road from here to the new point of contact on the frontier is by no means a comfortable one for the private car, being in parts incredibly bumpy and disastrously stony in character. But the scenery and general interest of the trip make it well worth tackling, and one can at least be thankful that lorry traffic is confined to the hours between 6 p.m. and 6 a.m., a temporary regulation, however, made only on account of the extensive road work in progress en route. This is all being done (as has been almost all work on the Shan State roads for years past) by Yunnanese labour, about 3,000 men being now engaged on this stretch alone.

The reason for this influx is that the local inhabitants—Shans and various hill tribes—will not volunteer for such work and would not be suitable for it if they did, being generally of a lazy disposition and lacking in the necessary stamina. The Yunnanese coolie, on the other hand, is cheerful, extremely hardworking, and physically very strong, although an inherent susceptibility to malaria prevents him from working during the monsoon. On this account Yunnanese road labour is purely seasonal, migrating after the rains and returning to Yunnan before the next monsoon. It is all arranged by contractors, who employ the men in gangs, giving them their food through the season and then a round sum when the work is complete and they are ready to trek home again. Watching them at work on the road, one is struck by their cheerful lightheartedness and capacity for the heavy labour of quarrying and breaking stones.

The most beautiful stretch of country north of Lashio is the steep hill approach to Kutkai (a climb of 2,600 ft. in a very few miles) and the windswept plateau at the top, and again the high pass some 15 miles beyond, where the road curls through little bracken-filled valleys and climbs to a saddle over 5,000 ft. in height, which gives magnificent long-distance views of range upon range of hills stretching away to China. The Nam Hkai river at the foot of this pass is a place of delight, its crystal-clear water, of a deep turquoise blue peculiar to these Shan rivers, breaking into a series of lovely races just below the suspension bridge whose narrow entrance precludes the passage of all but light lorries. Although both this bridge, and another at the foot of Kutkai Hill, are to be replaced by steel truss bridges, it does not seem probable that this can be done before the next monsoon.

FOR LIGHT LORRIES ONLY: This bridge, lying just over fifty miles from the Chinese frontier, will have to be replaced if the Lashio route is to be available for heavy traffic

The route previously in use crossed the frontier near Muse over a fair-weather bridge across the Shweli, but this has now been abandoned, as the new Chinese highway touches the frontier at Kyuhkok farther south, where only a small masonry bridge over the Nam Yang stream is required to replace the present wooden one. A new section, 11¼ miles in length and branching off from the Lashio–Muse road at mile 105, has therefore been constructed by the Burma Government to meet the other at this point. The total distance from Kyuhkok to Yunnan-fu (Kunming) is about 650 miles, much of it is very rough going as yet, and heavy traffic is still delayed by the nature of the bridge over the Salween, 250 miles from the frontier, which is being hurriedly reinforced. A number of Chinese officials, among them the director of the Yunnan-Burma Highway, and members of the Southwestern Transportation Company, have arrived in Lashio to make arrangements for the hire of lorries and transhipment of goods, while others are proceeding to Rangoon to arrange for the extensive purchase of petrol from the Burma Oil Company. It is hoped to establish service and petrol stations at every 100 km. along the new highway as soon as possible.

Although this road onwards from Lashio carries very little private car traffic, this being confined to civil and military officers on duty and the very occasional tourist, there is on it a constant stream of Yunnanese mule and coolie convoys. Tea, silk, hides and various other goods are brought south at the end of the monsoon, and cheap manufactured goods such as kerosene oil, lamps, blankets, and so on are taken back before the next rains. These convoys are full of colour and interest. Many of the animals, and always the leading one, are gaily decked with browbands of dyed horsehair in red and purple, and "face-pieces" inset with glass bits, while the muleteers swagger alongside in their rakish plaited hats with waterproof covers in orange and green.

A large convoy can off-saddle and stack for the midday meal and rest with what seems miraculous speed, the whole process facilitated by the ease with which the small Chinese saddle can be lifted off and on. In the coolie convoys, each man—and often there are young boys in their early teens—carries two heavily laden baskets swung on a bamboo pole, and keeps up a quick, even trot for hours on end. With their deep blue cotton jackets and short trousers, huge bamboo hats, and steady rhythmic movement, they seem a part of the landscape itself, and it would seem empty indeed without them.

(Continued on page 284)

OFF-SADDLING FOR THE MIDDAY HALT: A Chinese mule convoy on the frontier road. Such convoys pass in and out of China in an almost constant stream. Tea, silk, hides, and other goods are brought south at the end of the monsoon, while oil, lamps, blankets, etc., are taken north on the return

LOOKING FROM THE KUDKAI REGION across the hills to western China. It is through this difficult terrain that the new road has been carved

IN NAMKHAM BAZAAR: Burmese girls offering pottery for sale. Namkham lies near the Chinese frontier and has a distinctly polyglot community

FOUR PERSONALITIES of the NEW SPAIN:

A Correspondent Tells of Big Names Destined to Play a Vital Part in the Regeneration of the Peninsula

This article, written by an admirer of Spanish Fascism, has a very special interest in that it introduces to readers names which are as yet not widely known in this country. The author's estimate of General Franco's aims and objects is, of course, purely personal.

FOUR personalities dominate the new Spain. Two men, one alive, one dead: Francisco Franco and the spirit of José Antonio Primo de Rivera; and two women: Pilar, sister of José Antonio, and, a new name to most people in England but of great importance, Mercedes Sans Bachiller. Both Pilar and Mercedes are under thirty.

José Antonio is the inspiration of the new Spain. He was shot by the Republican Government—very much against their wishes, but they and their country were dominated, at that time, by the agents of the Comintern, with Moses Rosenberg as "Czar." By this act the Russians made one of the worst of their political mistakes, as Ignaceo Prieto warned them. For they made José Antonio a martyr. His death brought, literally, hundreds of thousands of supporters to his party, the Falange, not only on the Nationalist side but among the youths on the Government side. To-day his influence is the dominating factor in the new Spain, and is providing the driving force for the renaissance which is now taking place.

Wherever you go in Spain to-day, on most cathedrals and on many churches you will see on the outside wall a simple cross and the name of José Antonio Primo de Rivera. Wherever you go in Spain to-day you will see the portrait of José Antonio in juxtaposition to that of the Caudillo. If Franco were not that unusual phenomenon, the selfless patriot, this increasing influence might easily have been a bone of contention; especially to-day when José Antonio's body has been exhumed and is being borne on the shoulders of his Falangists from Alicante to the Escorial.

But Franco has no personal ambition. He sees the influence of José Antonio in only one light, its benefit to the new State that he and the Falange are striving to build up.

The true character of Franco is almost entirely unknown in England. Short of stature (he is only about 5 ft. 3 ins.), plump, with a great sense of jollity, yet taciturn, cautious, studious to a degree, he is, generally speaking, very similar in type to a Scotsman. The parallel is indeed very close. For Franco comes from almost similar stock: he is Celt-Iberian, and the climate of his native province, Galicia, is far more approximate to Scotland than to the usual visions of sunny Spain.

THE CAUDILLO AND HIS FAMILY: General Franco with his wife and his daughter, Carmen

In several other ways Franco typifies the Scotsman. He is "canny," most deliberate in his decisions, and takes his own time to make up his mind. He will consider all possibilities before taking any action.

Secure peace is what every Spaniard is seeking to-day; in no way any more military adventure.

The most important results of the late civil war will probably be found to be the passing of power from Castile and Madrid to the northern provinces, and the emancipation of the Spanish women.

War always emancipates women. The unknown quantity in Spain to-day is — What will the women do? It is important to remember that while there is compulsory military service for men in Spain, there is also "obligatory" service for women. No girl can take a degree or obtain a Government post unless she has served six months (over a period of four years) in the new wonderful social service movement which has been built up during these last two years, the *Auxilio Social*. In that service she may be called upon to do work of any kind, scrub floors, look after children, dispense medicines, cook, any menial job. The object being to destroy class feeling, and make all kinds of Spaniards understand and appreciate one another. Already, in the short time that *Auxilio Social* has been in existence more than 200,000 Spanish women have passed through its training service. It is Mercedes Sans Bachiller (pronounced Bashilier) who founded, organised and now runs *Auxilio Social*. She is certainly one of the most interesting women of this period.

On July 18, 1936, the day of the Franco rising, just another Nationalist gave his life for his beliefs, Alto de Leon. He left behind a small family and a young widow. She, feeling her personal life destroyed, turned to assisting her country. She started feeding children. In October, 1936, she had organised the feeding of 100. During last October, 92,173 children were given, in that one month, 2,737,350 meals, and 68,448 necessitous adults were also fed. But this is by no means all. All over Nationalist Spain, and now spreading all over the country, are clinics for children, convalescent homes, homes for expectant mothers, rest homes for tired mothers, helpers to take the children off their hands.

All this has been achieved by the genius of one woman in a time of desperate war. I do not overestimate when I say Mercedes Sans Bachiller is one of the outstanding women of this period.

Pilar Primo de Rivera is the other women's leader. She is the head of the Falange women's movement, *Femina*, which has a branch in every district, every industry in which women work, in every girls' school. *Femina* is a great and important force in the new Spain, and at the head of it is this shy, retiring, selfless girl (she seems) but with a chin of real determination. Not the least of the many good actions the late dictator did for Spain was to leave behind such a family, really dominated by disinterested patriotism.

The new Spain is austere, perhaps too austere. But there is in it an inflexible determination to eschew all politics, to forget all enmities and revenge, and to reunite the Spanish family. And from what I have seen at closest quarters I believe that this new spirit will last for many years, certainly while Franco and his present supporters are in charge (for, curiously enough, they do not seek power). If this is so, before long, Spain will not only have recovered from the terrible baptism of blood through which she has gone (perhaps this was essential in order that she might find herself again) but she will also be a force for world peace.

William Foss

BEHIND THE MAGINOT LINE: One of the model towns built to accommodate the men when they are not actually manning the system of underground fortresses

SOCIAL LIFE in the MAGINOT LINE

How the French Conscripts Combat Depression: A Malady Resulting From Underground Living

THE shell-fish of the Maginot line, the *écrivisses de rampart*, as the men in the fortress regiments have been nicknamed, come out of their shell much more to-day than when the line was first built some years ago. Life for the men who wear the khaki beret and the shield on which is the device of the defenders of Verdun, *On ne passe pas*, is by no means as grim and unsociable as it is sometimes pictured.

When the first fortresses were completed, experience proved how badly both officers and men suffered from a special kind of depression which was given the nickname of "Bétonite" or "concretitis." This form of melancholia was due to the inevitable depressing effects of living like prehistoric animals hundreds of feet below the surface, surrounded by concrete and steel. The loneliness and the silence of the Maginot line affected the morale of the men, and at once the French General Staff searched for remedies, and a permanent cure.

During a visit recently paid to parts of the Maginot line, under the guidance of one of France's most distinguished generals, I was given many opportunities of seeing what is being done to maintain the good spirits of the troops. He led me first to one of the new towns which have been built for occupation by the troops when at rest. No longer do the men remain underground, as at one time, for three continuous months. After a few days on guard they return to one of these permanent rest camps. Some years ago these camps were in the form of collapsible houses or huts which could be folded up and rapidly removed in case of emergency. To-day the principal camps are as well laid out and planned as Welwyn Garden City and contain villas and bungalows as well constructed and as picturesque as can be found on any English housing estate.

In one of these towns there is ample accommodation for at least 1,500 men, for seven different units, and for a number of the families of officers and non-commissioned officers. Complete separation from their wives and children pressed hard upon those who had to spend two or three years at least in the Maginot line, and accordingly it was decided that for those men who occupy a responsible position, necessitating a long period of residence, it was both humane and wise to provide married quarters. For the children life out in the country among the hills of eastern France, especially in the spring and summer, has many advantages, but it must be confessed that some of the wives find their homes a trifle isolated and too far away from the shops of their favourite garrison towns. Nevertheless, these married quarters preserve the family life which is one of the pillars of France.

When I entered one of these towns through gateways which are somewhat similar to those at the entry of one of the new aerodromes of the Royal Air Force, I saw stretching away to the right a boulevard. On both sides of this were neat and charming houses, occupied by the permanent staff, with a view over a forest, which stretched down towards the Rhine. Farther on were the bungalows in which the non-commissioned officers live. In front were blocks of flats designed for bachelors. Here there were dormitories, a "popote" or place for cooking, recreation rooms, libraries, and a bar. The architecture of these flats was decidedly modern and pleasant to look at, and the rooms had large windows through which the surrounding landscape could be enjoyed.

I also was shown the soldiers' clubs, so admirably organised, in which prices are extremely low. Here the soldier while out at rest can sit and drink his coffee or his "bock," can play billiards, can read quietly, or write letters. In a citizen army, such as that of France, all classes and conditions of young men do their military service, and in one clubroom there may well be the son of some wealthy manufacturer from the north of France, the son of a solicitor from Provence, the son of a peasant from the Basque country, and the son of a Parisian shopkeeper. Barriers of class rapidly break down under such conditions, and those responsible for the administration of these towns in the Maginot line have striven to provide as far as possible for the needs of all their men socially, mentally and morally.

The general showed me the *salle de spectacle*. This was like a well-designed village institute. Here three days a week there is a cinema show, and although the price charged for admission is extremely moderate, the thrifty French committee in charge are able to show a profit. Such profits are used to help the poorest men when they go on leave, and to provide Christmas presents for the children.

It must not be assumed that an ideal life without any drawbacks is organised in these camps, and indeed there are many problems still unsolved. One of the main difficulties is that of education. In one district covering about 90 miles, there are thirteen of these camps, or about one every 7 miles, and in each camp there are children, ranging from new-born infants to girls and boys. How to educate these children weighs heavily, especially upon the officers, whose pay seems almost infinitesimal as compared with English standards, and who therefore have rarely the means to send their sons and daughters as boarders to schools or universities, without a severe struggle and much personal sacrifice. However, with the help of the French Ministry of Education this question, like many others, is being solved.

There is plenty of provision for sport of various kinds. On the day of my visit at 10 a.m. I saw two football matches vigorously in progress, and was told how the troops are divided up into teams playing against each other. In the evening there are billiards matches and other forms of indoor recreation, while the men organise concert parties and in fact endeavour to make the best possible use of their time of leisure, when off duty.

B. S. Townroe

A. R. PICTURES . . .

HE **WAILS AS HE WALKS:** An official sounding a portable air raid siren during tests in Parliament Square. Of recent weeks siren tests have been taking place in most London boroughs and wardens have been posted at various points in order to make audibility reports

THIS PORTABLE AIR RAID SHELTER has been acquired by a Fleet Street newspaper concern and has been installed on the roof. The idea is that, in the event of an air raid, a man in an asbestos suit should use the shelter as a look-out post and if an incendiary bomb should chance to fall on the roof he would be on hand to extinguish it with sand and chemicals

MASKED, HELMETED, AND BOOTED, this French A.R.P. worker is equipped to stride through the streets in the event of an air raid and to issue instructions to the population through a loudspeaker. A picture taken at a demonstration at Colombes, the French School of Passive Defence

A REINFORCED CONCRETE AIR RAID SHELTER: It has been built in the garden of Mrs. H. C. Davies in Hilly Fields Crescent, Brockley, London, S.E., and Mrs. Davies is seen in this specially posed picture wearing a gas mask as she takes in emergency stores. The shelter has been built to meet Home Office requirements, the walls being a foot thick

TRANS-CANADA HIGHWAY

A Great New Road in the Virgin Bush of British Columbia

EIGHT MILE FALLS: This is one of the many beauty spots on the Big Bend Columbia Highway which is now nearing completion in British Columbia and forms the last link in the western half of the first Canadian transcontinental highway. For the most part the road is cut through virgin bush where few white men have ever travelled

BURNING A WAY THROUGH THE FOREST: Water is played on to the flames to keep the fire within bounds when clearing the site for a section of the Big Bend Columbia Highway. This method lessens the use of axe and saw, saving both time and money

PREPARING ROCK FOR DYNAMITING: A jack hammer in use on the Big Bend Highway. *Below*—A completed section of the road in picturesque country

THROUGH virgin forest in the snow-capped Selkirk mountains of British Columbia workmen are pushing to completion the last link in the western half of the first Canadian transcontinental highway. Around the bend of the remote mighty Columbia river crews are clearing and burning virgin bush, supplies are being taken in by tractor and motor truck, and engineers are routing the road over a trail rarely travelled by white men.

The building of the Big Bend Columbia Highway has called for the greatest engineering ingenuity, which started with the necessity of surveyors taking canoes and York boats through the foaming rapid-strewn mountain river to get camp supplies to various points on the right of way. Clearing crews followed once the route was blazed, and work was started at a number of points. In sections the road had to be blasted out of forest-covered mountain which dropped sheer into the river and rose hundreds of feet above the route. The section is so remote that to save time and cost the timber was cut for bridges from the trees cut down on the right of way by portable sawmill.

An idea of the difficulty of the route can be gained from the fact that it was started from both ends in 1929, and the engineering contract calls for its full use by March, 1940. More than half the road is now available to traffic, opening up virgin country for the motorist, with no settlements on the way. **S. L.**

ALONG THE TRAIL OF '38

The Story of Yellowknife, Canada's Gold Boom Town

TWO YEARS AGO IT WAS WILDERNESS: A general view of the new gold town of Yellowknife on the Great Slave Lake, Northern Canada, where large deposits of gold have been found and are now being worked with some success. It was in 1938 that Yellowknife really began to prosper and to-day it has nearly all the amenities of civilisation, including three wireless stations. On the left is the principal hotel

BUSIEST of Canada's undeveloped mining camps last year was the Yellowknife area in the North-west Territories, 650 miles due north of Edmonton, the nearest primary source of supplies. Reports of spectacular gold finds have come out of that region, and every major mining company in the Dominion has engineers working there. An idea of the activity in the area can be had from the fact that between March 7 and early September over 700 staking licences were issued by the Government, each licence entitling the holder to stake six claims.

Yellowknife is a 1938 boom town depending for transportation mainly on the aeroplane and during the short summer on water transportation as well. The Canadian Government has issued a preliminary detailed report on the area and has sent in surveyors to lay out a town site. The settlement has a branch of the Canadian Bank of Commerce, a drug store, post office, three wireless stations, a doctor, a lawyer, Mounted Police detachment, several small stores and restaurants, an hotel, and two cinemas.

Although gold from the veins in the area was reported as early as 1898, the important discoveries have all been made in the Yellowknife area in the past four years, and most intensive prospecting has been limited to the past two years, according to a Government report. In addition to gold a large number of minerals have been found, including iron and lead. **J. M.**

A PROSPECTORS' CAMP NEAR YELLOWKNIFE where the rich veins of gold-bearing ore are being traced. Some optimists are saying that Yellowknife may become another Ballarat

ON THE SHORES OF GREAT SLAVE LAKE: Part of a large mining property at Yellowknife where such remarkable strides have been made during the past two years. *Below*—Prospecting in the snow not far from Yellowknife

WHERE THE KING AND QUEEN WILL STAY IN OTTAWA

Government House, Rideau Hall, Which Has Been Specially Decorated for Their Majesties' Stay in the Canadian Capital

PORTRAITS OF THE PAST GOVERNORS-GENERAL range the walls of the dining-room of Rideau Hall, Ottawa's Government House, where the King and Queen will be staying with the Governor-General, Lord Tweedsmuir, on their arrival next week in Canada's federal capital. For the occasion Rideau Hall has been redecorated, new carpets have been laid, and new covers put on the furniture

On left—
THE CHINESE ROOM at Rideau Hall is furnished in pleasantly homely style and will doubtless prove much to the taste of Their Majesties after the inevitably tiring arrival scenes. They are spending three nights in Ottawa before continuing their journey

On right—
THE BALLROOM is in some ways reminiscent of a Buckingham Palace interior. Here Lord and Lady Tweedsmuir receive their guests on official occasions, and here many Ottawa notabilities will be presented to the King and Queen next week. Adorning one end of the room are portraits of King George V and Queen Mary. Ottawa is already gay with street decorations, and a crowd of at least 300,000 is expected in the city to welcome Their Majesties. Ottawa's normal population is just over 125,000

RIDEAU HALL:

Interior Views of Government House, Ottawa

THE STATELY ENTRANCE TO RIDEAU HALL above which are the Royal Arms and also the Arms of Canada. The King and Queen are due to arrive there on Wednesday, May 17, and they will remain in Ottawa for three nights, afterwards continuing their journey to Winnipeg and points west. *On right*—The typically English garden

FIFTEEN GOVERNORS-GENERAL HAVE LIVED THERE: A general view of Rideau Hall, a long, low, rambling building that typifies the quiet dignity of traditional Canadian architecture. It has been Government House since 1865, about seven years after Queen Victoria chose Ottawa as the capital

On left—
THE QUEEN'S SITTING ROOM: This room at Rideau Hall has been specially decorated for the use of Her Majesty, the walls being coloured pale blue and blue figured chintz being provided for the furnishings. Examples of Canadian art adorn the walls and a new wireless set has been installed

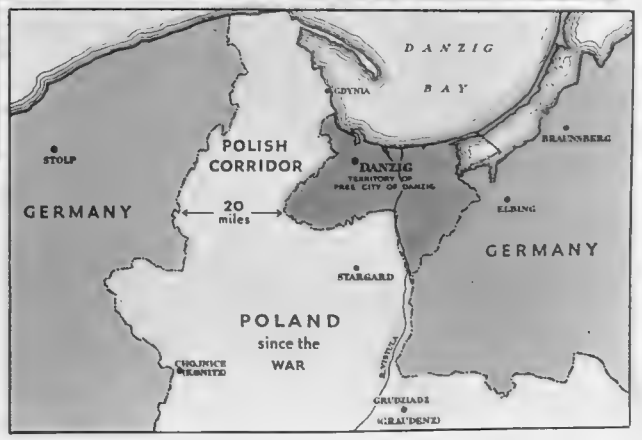
On left—
SIMPLICITY IS THE KEYNOTE of nearly all the furnishings at Rideau Hall, and the Queen's bedroom is no exception. It has been daintily decorated in peach

On right—
THE KING'S BEDROOM: Another simply but tastefully furnished room. During their three days at Rideau Hall Their Majesties will have an opportunity for a welcome rest before setting out on the most arduous section of their tour which will take them right across the prairies to British Columbia

DANZIG: THE BONE OF GERMAN AND POLISH CONTENTION

DANZIG UNDER SNOW: A general view of the Free City which still continues to be a bone of contention between Germany and Poland, both of whom have possessed it in the past. On May 5 Colonel Beck, the Polish Foreign Minister, addressed the Sejm on the subject of Danzig, making it clear that Poland was prepared to negotiate with Germany provided the Reich gave indications of "peaceful intentions." His speech was received with enthusiasm in Warsaw where it was felt that the Minister's firm tone had done much to clarify the situation. "We in Poland do not know the conception of peace at any price," said Colonel Beck

Above—ONE OF THE LARGEST PROTESTANT CHURCHES IN EXISTENCE: The imposing bulk of St. Mary's, Danzig, at once strikes the visitor on entering the Free City. St. Mary's was started in 1343 and completed nearly two centuries later. To-day it typifies the glories of Danzig's past which goes back to the days of the Hanseatic League when the port was ruled by merchant princes of great wealth. From 1466 to 1793 Danzig was a Polish city, playing the part to the Vistula that Alexandria does to the Nile, but thereafter was in the hands of Prussia until 1919 when the League of Nations took over control of the city



On right—DANZIG AND HER NEIGHBOURS: A sketch map showing the position of the Free City in relation to Poland and Germany and also the extent of the Danzig territory as laid down in the Treaty of Versailles. Nine-tenths of the total population of 410,000 are in the city itself, partly because the rural district, although of great fertility, is subject to periodic floods. Since 1937 the Nazis have had more than the necessary two-thirds majority in the Parliament, thus being able to Nazify the constitution and flout at will the authority of the League of Nations

SIGHTS AND SCENES OF OLD-TIME LONDON

Some Outstanding Pictures at the Summer Exhibition of the Royal Society of British Artists

"OLD WESTMINSTER BRIDGE, 1747": This pen-and-wash drawing by Canaletto has been lent by His Majesty the King to the 191st Exhibition of the Royal Society of British Artists which has just opened its doors at the Suffolk Street Galleries. The picture records the occasion when a pier settled and the two adjoining arches had to be temporarily supported by wooden scaffolding. This considerably delayed the opening of the bridge

Lent by T. Girtin

"SAVOY RUINS": This pen-and-wash drawing by Thomas Girtin (1775–1802) depicts the ruins of a building which was set up in 1245 as a private house, but was successively used as a hospital, a prison, and as the King's printing works for proclamations. The arches in the distance very probably represent Blackfriars Bridge

"SHOPS IN MAYFAIR": A picture by Harold Workman, one of the contemporary contributors to the R.B.A.'s interesting exhibition depicting London sights and scenes. The clean brilliance of the painting beautifully expresses the sudden, sunny corners one so often encounters when hurrying through byways of London

HOW THE HORSE GUARDS PARADE L
Canaletto showing fashionable Londo
of Whitehall Palace. The picture ha
Artists which this year has as its th

THE ample wall space available in the Suffolk Street Galleries is well filled by the Royal Society of British Artists' 191st Exhibition, which presents endless variety and interest to claim the attention. Water-colours, etchings—and other works in black and white—oil paintings, sculpture, and a selection of old drawings and paintings of London, all go to the making of an attractive and inspiring exhibition. It is from this latter section that most of the above illustrations have been taken.

In the second gallery Alice Barnwell shows a charming monotint in sepia entitled "Beech Woods," No. 144. The clear shafts

LOOKED IN THE MIDDLE OF THE EIGHTEENTH CENTURY: An oil painting by ndon promenading on the famous open space that was originally part of the tilt-yard has been lent by Sir Arthur Wilmot to the Exhibition of the Royal Society of British theme "London and Londoners." Canaletto worked in England from 1746 to 1755

"BUILDING OLD WATERLOO BRIDGE": A water-colour by Arthur William Hunt (1830-1896) showing construction work in progress on Rennie's masterpiece; the great structure which since last year has been no more

of sunlight are beautifully indicated against the solid trunks and rich foliage of the trees.

A very clever and amusing piece of work is Edmund Blampied's "The Vicar Loses His Bishop," No. 205. The delight expressed in the old lady's pose and expression is hardly rivalled by the vicar's obvious incredulity and consternation; the faint pink background makes a lovely setting to both the figures and the chess-men.

At the far end of the main gallery two outstanding works are a flower study

(*Continued on page* 284)

"VIEW FROM THE CHURCHYARD OF ST. MARTIN-IN-THE-FIELDS": Another water-colour by Arthur William Hunt. St. Martin's is said to have the only perfect copy of a Grecian portico in London. It was built in 1722 by James Gibbs. The graveyard in the foreground is now part of Duncannon Street. On the site of the houses on the left stands the Cavell Memorial

CRINOLINED LOVELINESS: These magnificent dresses are worn in the soiree scene in the play within a play that constitutes part of Act I of Ivor Novello's big Drury Lane success, *The Dancing Years*. Left to right are Eileen Penberthy, Eva Sternroyd, Dorothy Fox, Dorothy Cooper, Joan Bradby, Iris Wade, and Evelyn Cooke

EMERALD GREEN BOOTS AND GLOVES are worn by these dancers who amuse the guests at the soiree in one of the play within a play scenes in *The Dancing Years*. The whole production is magnificently staged and seldom has Drury Lane witnessed more glitter, colour, and movement in any musical. This and the other Drury Lane pictures on these pages were specially taken for "The Sphere" by William Davis

COVENT GARDEN had one or two thinnish audiences (numerically speaking) for the first week of the season. Considering the excellence of the performances and the popularity of the operas chosen, this is a poor return on the part of the public for an enterprise which in any circumstances is plucky.

The explanation generally given, so far as I have been able to gather, is the unsettled state of international politics. Now in view of the fact that theatrical business is, on the whole, pretty good, with certain established successes packed solid at every performance, such an explanation cannot hold water.

But the crisis—or whatever one chooses to call it—is responsible for a point of view which has a direct bearing on the case. That the point of view is quite absurd does not alter the fact that it can do, and, I fear, has done, considerable damage. One exponent of it is a wealthy and musical friend of mine. When I asked him whether he intended subscribing to the opera this season, or at any rate paying occasional visits he replied with a show of virtuous indignation, "Certainly not! I'm not going to spend money for German and Italian singers to take back to their damned dictator-ridden countries."

He is, of course, entitled to his own views on this or any other subject. But in this case they are based on a gross misconception of the facts. It is true that some of the principal singers are German and Italian; but not all of them hold Nazi or Fascist opinions—I would not swear that any of them do—and some most emphatically do not. As for the money they earn, quite a large percentage of that has to be devoted to their living expenses in this country, where living is not cheap. Further, many of the foreign singers are neither German nor Italian. Madame Germaine Lubin, for instance, the new Kundry in *Parsifal*, is French; Herr Tauber is Austrian (and, to put it mildly, not a Nazi); Mr. Janssen is a Dane.

Most important point of all, several of the principal singers (including Miss Eva Turner, superb in the title role in *Turandot*, and that delightful soprano Miss Stella Andreva, who used to be Stella Browne and a principal girl in pantomime) are BRITISH. British, too, are two of the conductors—Sir Thomas Beecham and Mr. Constant Lambert—the chorus, the orchestra, the stagehands, the firemen, and the front-of-the-house staff. A "grand" season at Covent Garden gives employment to hundreds of British people. And in case anyone imagines that "royalties" are being poured into the coffers of foreign composers of opera I am assuming that it is necessary to announce that Wagner, Verdi and Puccini are dead. And Smetana is also dead. He was a Czech, anyway.

An Answer to Opera Critics:

Covent Garden is not, as Alleged, Pouring Money into Totalitarian Hands

TO THE TUNE OF "THE LEAP YEAR WALTZ" the youth of Vienna dances at the period fete at Belvedere. Another colourful moment in *The Dancing Years* at Drury Lane. In this scene all are clad in the fashion of the Directory period. The girls wear poke bonnets and have filmy gowns of graduated blue. Right to left: Misses Mary Bromhall, Dorothy Davies, Lorna Drews, Joy Francis, and Messrs. Tony Hunt, Edward Kebbill, Arthur Budd, Gordon Craig

I trust the above possibly dullish disquisition on the less romantic side of operatic operations in this country will provide an adequate answer to the spend-no-money-on-Nazis-and-Fascists contingent.

Some Performances. — Smetana's *The Bartered Bride* was on the light side as a choice for the first night of the season, for it is practically operetta. It was given at Covent Garden, after a long, long rest, a few years ago; but only the sparkling overture, very Bohemian in flavour, is really well known in this country. There is rather too much of the merry dancing peasants (it is not the late Mr. Smetana's fault that we have had rather a surfeit of this sort of thing—or its Hungarian first-cousin—elsewhere on the London stage of late) and of rustic humours which I fancy would not be wildly humorous even if one understood German.

But the music is bright, exhilarating, curiously simple and, indeed, almost Mozartean in its style, and Sir Thomas Beecham secured an orchestrally immaculate performance. Herr Richard Tauber

Reviewed by
PHILIP PAGE

hardly looks like a lad of the village, even of a Czech village, and Madame Konetzni looks even less like a village maiden. But both of them sang beautifully. Herr Fritz Krenn (who is known at Covent Garden as the Baron in *Der Rosenkavalier*) also sang well and acted with comic vivacity as the marriage-broker, carrying a Chamberlain umbrella of bright scarlet.

Parsifal had the distinction of being conducted by the famous Herr Weingartner, who is getting on for eighty, was actually present at the first performance of the opera at Bayreuth, and knew Wagner personally. He is a vigorous veteran, and it was gratifying to feel that we had here not only a fine but an authentic treatment. Herr Torsten Ralf's Parsifal is familiar as well as admirable, and the same may be said for Herr Hoffmann's Gurnemanz. The chorus work could not have been better, and the setting of the church scene is one of the most impressive I have seen on any stage.

Mr. Constant Lambert made his debut as a "grand" season conductor (he conducted *Manon Lescaut* in one of the "off" seasons) with Puccini's last work, *Turandot*, which is also, I think, his masterpiece. All went well, and, indeed, more than well, and Mr. Lambert deserves every sort of congratulation. What with conducting ballet up at Sadler's Wells on other nights of the week, he must be pretty busy just now.

Again the chorus work, the lighting, and the general production were excellent. For this, as in the case of all the operas, praise is due to the producer, Mr. Charles Moor.

"Third Party Risk." —We have had quite a crop of plays in London of late about doctors and music. *Third Party Risk* at the St. Martin's is about both, for its principal figure is a musical doctor (which is not at all the same thing as a doctor of music). Sir David Lavering had a handsome appearance, lots of letters after his name, a nice old butler and a nagging wife, who was also a snob and given to expensive nocturnal revelry. He preferred Beethoven to bottle-parties and he preferred his Beethoven in rural surroundings, i.e. in the country cottage of a pretty woman patient, with his hostess at the piano.

There was no suggestion that there was anything improper in this arrangement, but they did not blazon it forth. Lady Lavering would certainly have objected; also the musical lady patient was a Mrs. Mordaunt, with a Mr. Mordaunt (or, more probably, Captain or even Major) playing polo in India. However, things went on smoothly and secretly until Sir David accepted an invitation to spend a night at the cottage. Then Mrs. Mordaunt found some snags. The first and biggest snag was that on the way down in Mrs. Mordaunt's car they bumped into, and bumped off, a pedestrian. Now clandestine amours lose the edge of their delight when there is a corpse in the next room; for they had carried the stranger into the cottage when he was moribund, but all Sir David's Harley Street—or it may have been Wimpole Street—skill could not save him.

Then police had to be poking about, partly because a convict had escaped from the nearest gaol and partly because there has to be comic relief in a play like this—and you can bet all Lombard Street to a china orange that it will be provided by a rustic cop, who says, "Dang me, if I bayn't sorry to distu-r-rb ye, mam" (or words to that effect) and suggests that the night is late and his throat dry. Much more nuisance to the innocently-guilty couple than the police were a brace of hikers who were in the best scene the brace of authors (Gilbert Lennox and Gisela Ashley) have written. They were amusing, but had in addition more to do with the plot than it seemed at first.

How did the doctor get out of his dilemma? For he did, and no one was one whit the worse for the adventure except the man who had been run over, and he was, as I have said, only a pedestrian and pedestrians are a nuisance to motorists, anyway, particularly to motorists in love and driving in the dark.

Well, it seems that Sir David knew Charles Lamb's essays as well as Beethoven's sonatas. Remembering that bit about roast pork having been discovered through a building being burned down, he put a match to the cottage and made it a funeral pyre for the poor pedestrian. Thus was the fat in the fire, though only literally, for there was a happy and a moral ending. I imagine, though, that Mrs. Mordaunt had a serious return of her nerve trouble as the result of those anxieties. If that happened, she probably consulted some other specialist instead of Sir David, who did not seem much good in an emergency and who in real life would have been convicted of arson as well as manslaughter.

Miss Nora Swinburne as Mrs. Mordaunt had a poor deal—for she lost her cottage without having had any sort of fun—but a rich part, which she played with sympathetic charm. I have never seen stage hysteria more brilliantly convincing.

DRESSING ROOM CAMEO: Madame Konetzni making up at the Royal Opera House, Covent Garden, for her part as the maiden in *The Bartered Bride* which, though a light opera, was chosen as the first production of the season

ROUND THE ART GALLERIES

THEY WHO GO DOWN TO THE SEA: Two fine examples of contemporary Latvian art now on view at a special exhibition at the Royal Institute of British Architects, Portland Place. "The Raftsmen" is the work of Eduards Kalnins, while "Maid," a portrait of a fishergirl with a seascape as background, is by Otis Skulne. There is a broad simplicity and sincere directness about much of this Latvian painting that cannot fail to impress the art lover

ST. PAUL'S 150 YEARS AGO: This striking architectural painting by Thomas Malton is included in the exhibition of Early English Water-colours at the galleries of the Fine Art Society

There are several important art exhibitions on in London at the present moment in addition to the exhibition of the Royal Society of British Artists, which is discussed on other pages.

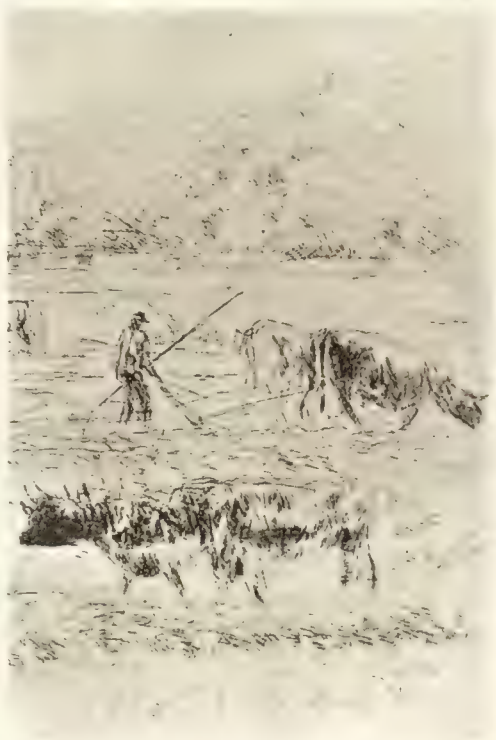
For everyone who appreciates a broad simplicity and sincere directness in painting the display of Latvian art at the Royal Institute of British Architects has an inevitable appeal and should not be missed.

A London of both to-day and yesterday confronts us at the Fine Art Society. St. Paul's Cathedral, as it looked a century and a half ago—framed by a semi-circular building, and houses whose shop fronts had square leaded panes—can be seen in Thomas Malton's painting in the Early English Water-colours; whilst upstairs amongst the works of contemporary water-colourists, William Walcot shows a skilful and sparkling rendering of the Marble Arch end of Hyde Park, with the familiar red buses in rich contrast to the white masonry and deep shadows of the famous archway.

An ability to suggest the greatest possible amount, by the least possible means, typifies the French genius of the twentieth century—and nowhere is this much sought after quality so obvious as in the vigorous works of Dunoyer de Segonzac, now showing at Messrs. Wildenstein and Company in Bond Street. Water-colours, drawings, etchings, and book illustrations record the prolific and versatile talent of this dynamic draughtsman. Such difficulties as distance and atmosphere, life and movement—which beset the black-and-white artist—all flow with an easy confidence from the apparently effortless pen of Segonzac. Particularly happy in their bold simplicity are the illustrations to the "Georgics."

I. B.

THE OBSTINATE TENANT: Carrington House, Mayfair—a painting by Hesketh Hubbard, R.O.I., in the 191st exhibition of the Royal Society of British Artists at the Suffolk Street Galleries



VIGOROUS DRAUGHTSMANSHIP is the keynote of the work of Dunoyer de Segonzac now on exhibition at the Wildenstein Galleries. The portrait *on the left* is entitled "Fernande, Les Mains Croisees," while the work *on the right* is an illustration for the "Georgics." The artist quite evidently has a real feeling for the countryside and his art, with its firm grasp of essentials, is ideally suited to portraying life on the land

DESIGN FOR THE BALLET is the main theme of the exhibition being held by Alexander Benois at the Stafford Gallery, St. James's Street, S.W.1, and this is an example of one of his costumes for Petroushka

SOUTHAMPTON'S ART GALLERY

A Notable New Addition to the Civic Centre

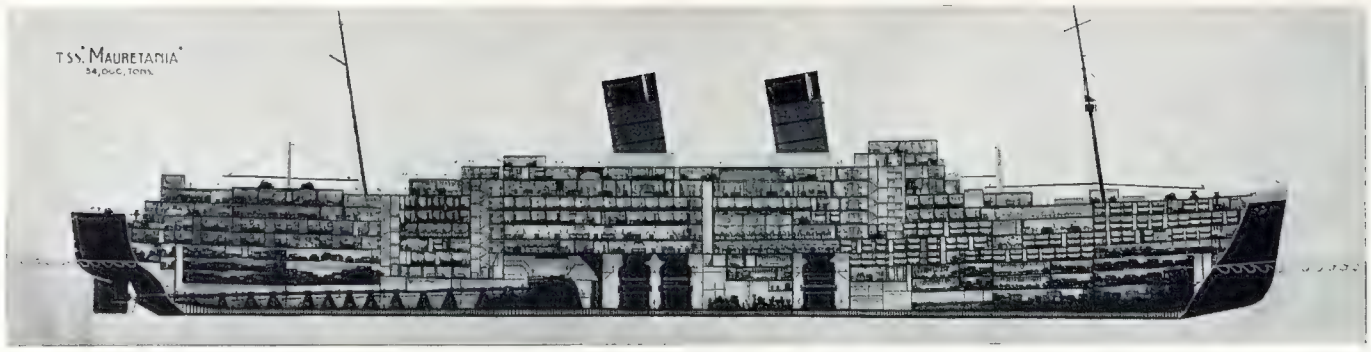
Architect, E. Berry Webber, F.R.I.B.A.

THE NEW CIVIC CENTRE: An aerial view of the handsome block of buildings at Southampton, showing, on the left, the Art Gallery which has just been opened by the Duke of Gloucester. The gallery has been provided out of the bequest of the late Mr. Robert Chipperfield. The bequest also allows an annual sum for the purchase of pictures, thus giving Southampton the opportunity of evolving a really fine collection

"TOPSIDE" LIGHTING is a feature of the new Southampton Art Gallery. By this system the spectator is left in shade while the walls are illuminated, thus diminishing, if not entirely eliminating, reflections in the glass of pictures. There is automatic control both of temperature and humidity. This adds to the comfort of visitors and aids preservation of the works

MASTERPIECES OF PORTRAITURE in the new Art Gallery. Three works included in the Chipperfield bequest. *Left*—"Portrait of an Artist" by John Opie, R.A. | *Centre*—"Woman Warming Her Hands at a Brazier" by Cesar van Everdingen. *Right*—"Dr. John Moore, Archbishop of Canterbury," by Sir Thomas Lawrence

EXHIBITS IN THE ART SCHOOL which forms part of the Southampton Art Gallery scheme, and (*on left*) a general view of the Sculpture Hall, on each side of which are the three large and two small exhibition galleries. At the moment the Sculpture Hall is rather bare and it will doubtless continue thus for some time to come as the acquisition of good contemporary sculpture is bound to be a rather slow business



By NOEL THOMPSON

MAURETANIA IN THE MAKING : *A Proud New Liner to Grace the Atlantic*

IF the planning of a great liner be called its conception and the launching its birth, then surely the last month or two before the trials should be its puberty. And that is the stage which has been reached in the history of the new *Mauretania*, daughter of the famous old *Mauretania*, Queen of the Atlantic for so many years and now deceased.

La Reine est morte. Vive la Reine.

This week-end the *Mauretania* will leave Cammell Laird's yard at Birkenhead to have her hull scraped at Gladstone Graving Dock, and the end of May is fixed for that all-important "coming-out" party, the trials.

Directors, designers, contractors, sub-contractors will be anxiously on board.

"We *know* everything is all right," said one of them to me, "but you can't help being excited and thinking of all the things in your department that might go wrong—but don't."

The *Mauretania* will travel up to the north of Scotland and then down to Land's End on her trials.

On June 17, laden with visitors for the New York Fair, she will be, so to speak, "presented at Court"—and make her maiden voyage.

I travelled up to Cammell Laird's. I shall never forget the first sight of her. I rounded a building in a yard, which like all yards seemed efficiently untidy and grimy, and there towering above me were the bows—slim, elegant, like those of a cruiser. I could visualise them cleaving the seas like butter. Her lines are a thing of beauty and I can well believe that her trials may show her to be faster than originally planned.

But she is not built to be a record breaker—comfort comes first in every detail. She will be 34,000 tons, 2,000 more than the old *Mauretania*, and everything that has been learned from generations of ships has been put into her. The *Queen Mary* alone has produced three or four practical tips which have been incorporated, so that in many ways the *Mauretania* is actually an improvement. And she is the largest liner ever built in England.

LAUNCHED from the same slipway as the famous battleship *Rodney* and the aircraft carrier *Ark Royal*, she lay at the dock side within 100 yards of the latest addition to our Navy, the cruiser *The Prince of Wales*—which took to the water ten days ago. Peace and war, side by side, but even the peaceful *Mauretania* has decks prepared for gun mountings, though the passengers will never suspect it.

Between 2,500 and 3,000 men were working on her the day I made my tour. Like ants into a vast nest they poured up and down the gangways. Once inside the impression of an ants' nest increased. The cleverly arranged passages, filled with plasterers, joiners, electricians, carpenters, engineers, lift constructors, furnishers, metal workers, polishers, painters, and twenty other different trades, hummed, and at times roared, with activity.

It was bewildering to see how they worked together in the confined space. A hundred times in my tour I must have ducked my head under electric light cables, jumped over pneumatic tubes, sidled round carpenters sawing away for dear life, and crawled past painters.

It was as well, I thought, to start at the top, so up endless stairs, with panelling and banisters of rare woods carefully wrapped round and protected, I plodded. The eleven lifts, all of which automatically adjust themselves to floor level to within half an inch, were being tested.

And I should explain why it is such a climb, for the *Mauretania* has a number of decks, which in ascending order are: E deck (with its cabin swimming pool), D, C, B, and A decks, main deck, promenade deck, sun deck, and sports deck. From this latter up more steps to that holy of holies, the bridge, so that I could look down and see again the fine lines.

Just behind me was the forward of the two funnels, 155 ft. from the keel and 56 ft. above the sports deck, elliptical in shape, 24 ft. by 34 ft., and well raked.

THE electric signalling apparatus to engine-rooms and for the mooring cables is being tested and re-tested on the bridge. The electrical equipment alone is staggering. There are four turbo-generators, and the main switchboard, which I saw later, is one of the most imposing arrays of dials and switches I have ever seen. It is just 54 ft. in length.

Three hundred miles of cable, 15,000 lamps, apart from heaters, fans, and power for passenger and goods lifts and the working of the three cinemas, have been installed. Yes, there are three cinemas, one for each class of passenger—cabin, tourist and third.

But we are still on the bridge and must start descending over decks which have been roughly pitched and caulked, and now await the final planing and polishing. The whole vessel is filled with lovely panel work of Empire woods, and almost in successive rooms I find African mahogany, Australian walnut, Queensland elm, olive and ash. Furniture and decorations are in pastel shades of green and blue.

Through the Grand Hall and lounges, which look as though they have been transplanted bodily—though more tastefully decorated—from some super West End hotel, ducking, weaving and dodging the army of workmen, we arrive at some of the cabins. Never before have all three classes of cabin had the same advantages, that is hot and cold water in every one, and air conditioning under the passenger's control. In fact, it seemed to me that size and position in the ship were almost the only noticeable differences between the classes.

DOWN through more lounges, cocktail bars, and children's playing rooms, past the cabin bathing pool, along narrow steel stairways to the engine-rooms, so carefully divided off with watertight bulkheads that it looked as though an earthquake would not break through them.

The *Mauretania* will be a twin-screw vessel. The propellers, my guide tells me, weigh 25 tons each. As for the two main gear wheels, they each total over 85 tons. She will be driven by Parson's single reduction geared turbines.

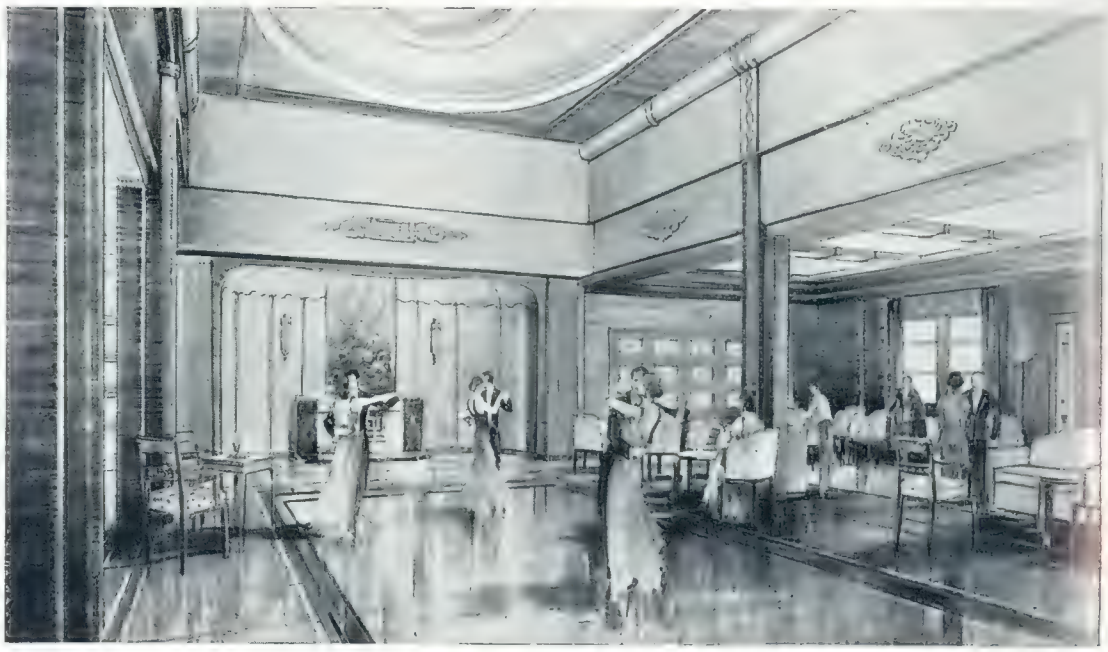
And while we are talking of figures, here are some more. The rudder and stock weigh 90 tons, the shaft brackets 45 tons, and the total length of shafting for the two propellers is nearly 300 ft. The length of the vessel is 772 ft., the breadth (extreme) 89 ft. 6 in., and the height from keel to superstructure 111 ft., or if you like to take it to the mast head, 211 ft. But while I am noting these figures the boilers are heating me as well as the water, and we come to the deck for a breath of air.

IT seems hard for me to believe that within a few weeks the ship will be the spick-and-span thing of beauty that will sail from Liverpool, but with these thousands of workmen it would be sheer waste of time to attempt to give any sort of spit and polish yet.

Even the lifeboats look old and dirty at first glance; they have not yet had their final coat of paint. There are twenty-four of them, eighteen in gravity davits over the sun deck, the two largest with motor engines and wireless equipment; fourteen others have Diesel engines.

Well, that is the ship, in a brief picture, which the Cunard White Star Company and Messrs. Cammell Laird and Co. have produced. Her trials, in more senses than one, have yet to come. She will live up to her famous name and Britain's shipbuilding reputation.

"May good fortune attend her and all who sail in her."

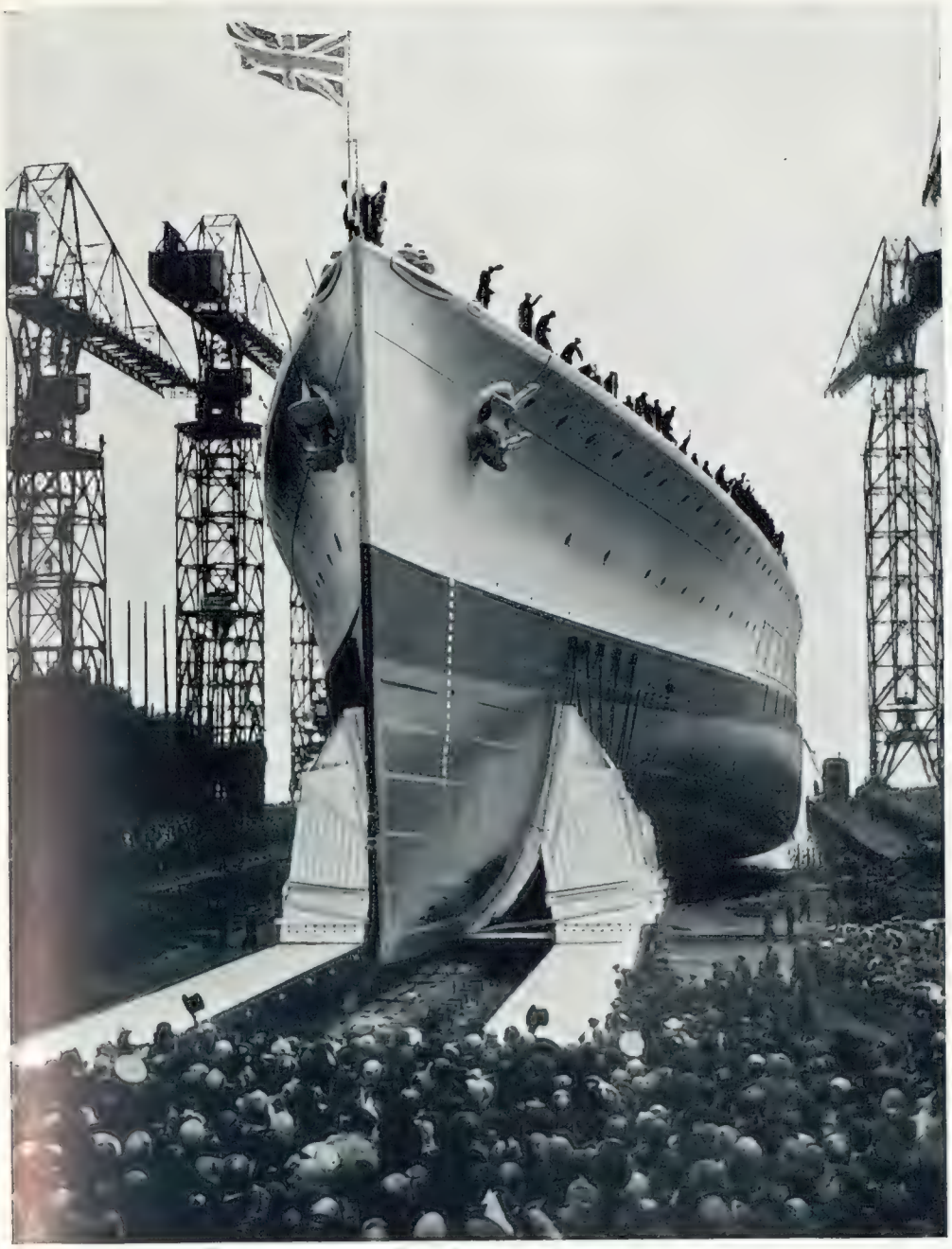


DANCING IN THE GRAND HALL will be one of the pleasant evening diversions on board the new *Mauretania*

On left—**GRACE IN EVERY LINE:** A marine architect's impression of the new *Mauretania* as she will appear when in service. The chief exterior characteristics are the modern terraced bridge and the cruiser stern

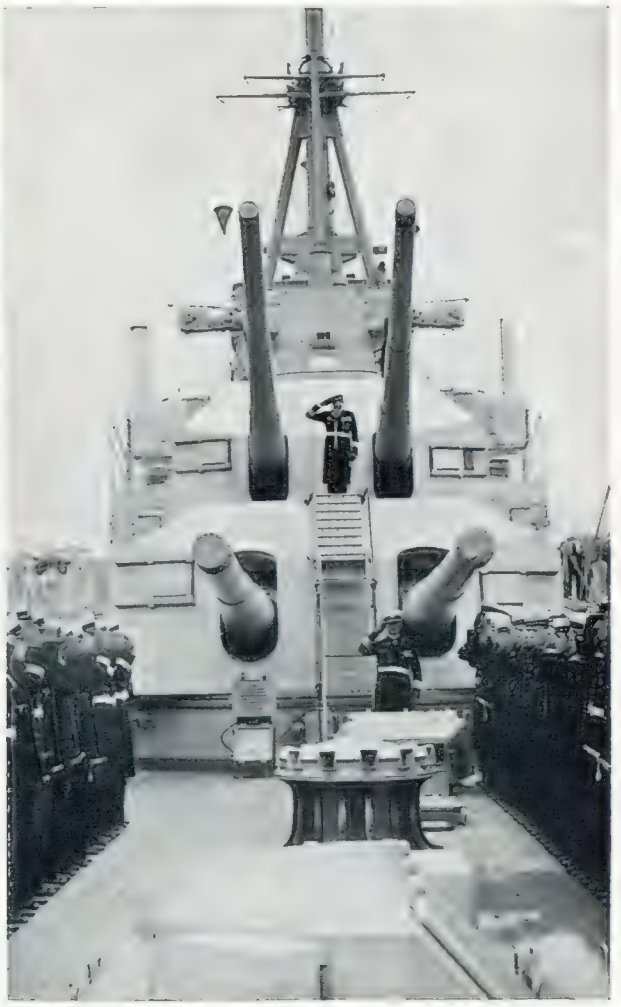
On SLIPWAY *and* SEAWAY

Some Naval and Mercantile News Items

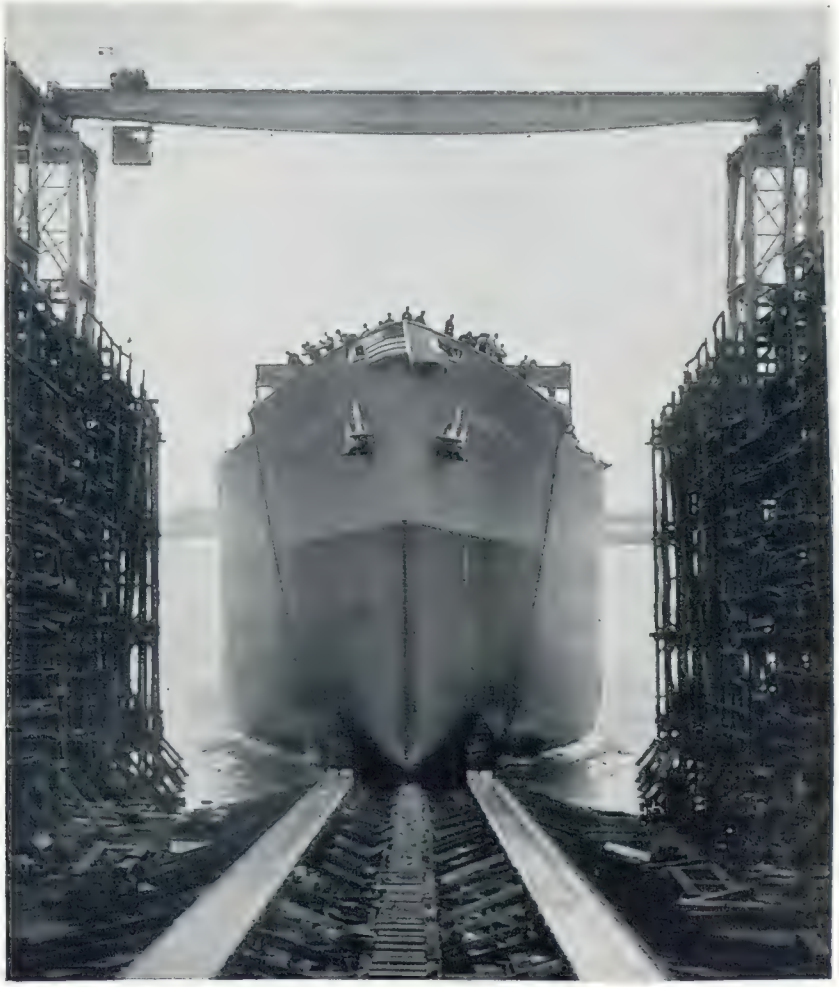


"... I WERE IN HITLER'S SHOES and heard of the wonderful speed with which we turn out our ships, I think I would turn on my axis" said Mr. R. S. Johnson, of Cammell Laird's, after the launch of the 35,000-ton *Prince of Wales* (*above*), the second of five battleships Britain is building in the King George V class

THE "ADMIRAL HIPPER" READY FOR SEA: The new German cruiser in Hamburg harbour after she had been handed over to the navy by the builders, Messrs. Blohm and Vos. The vessel is named after the famous admiral who commanded the German cruiser squadron at the Dogger Bank and at Jutland



A NEW ADDITION TO THE GERMAN FLEET: The commander takes the salute from a gun-turret as the new 10,000-ton German cruiser *Admiral Hipper* is commissioned at Hamburg. The ship is one of a class of five and mounts eight 8-in. guns and twelve 4-in. guns. There are also torpedo tubes



A MODERN CARGO CARRIER: The launch of the *Donald McKay* at Chester, Pennsylvania—a new type of ship designed for economical operating by the United States Maritime Commission. *On left*—The new and reputedly sink-proof liner, *Panama*, sailing past Battery Point and up the Hudson to New York docks after making the trip from Quincy, Massachusetts, where she had just been completed. The *Panama* is now operating on the New York–Haiti–Panama service, and she will eventually have four other liners to assist her. She cost approximately £800,000

SUITS

WITH INTERCHANGEABLE ACCESSORIES

The alliance of two fabrics, one plain and the other patterned, seems to grow stronger season by season. This summer you can wear a rainbow-checked jacket over a plain frock, or a plain coat over a neatly checked dress. Below is a Creed dress checked in grege and orange, with a grege link-fastened jacket with thrust-forward revers.

Stylised Black

Satin binding and buttons give a new note to this black wool suit which shows Creed's tight-fitting mess jacket. The blouse is of multi-coloured silk, the coarse straw hat has a high gros-grain crown, and the gloves are stitched.

Stripes for the Country

Stripes for holiday suits. Multi-coloured, two-toned, wide, or narrow—it matters little. The ones on the suit on the right are mauve on a white ground, most intricately worked. The simple skirt is of white wool, and the blouse is deep violet.

Plain and Patterned

QUICK-CHANGE CHECKS.—The woman with a limited income must always count a suit and top coat as one of its indispensable items. If she is clever about them she will ring countless changes by varying small accessories, and certainly she will find an outfit that can be worn with equal success in town or in the country.

There is, for instance, almost no end to the versatility of the suit photographed above. Worn as it is it is ideal for walking or for a morning's shopping. Substitute a plain grege skirt for the dress and add a crisp, white blouse, a buttonhole of orange flowers, and a white hat, and it is transformed into a charming outfit for a luncheon party. Cover it with either a checked or a plain top coat and you are all set for travelling. The coat could be belted, with a wide flared or pleated skirt, or it could hang straight from the shoulders, with a slight swing at the back.

Platform shoes, laced up, with a piping of colour around the soles would be grand for all occasions. The moderately built-up platform sole is undoubtedly very comfortable for walking, for it is usually made of cork and therefore has great resilience. Havana and henna browns, fuchsia, bright blues, and wine are some of the new shoe colours, with coloured alligator in blues, bronzy-beige, reds, and greens for sports wear.

Carry an enormous oblong bag of bright calf, and match it up with your gloves and scarf.

IN TOWN.—You cannot get away from suits for town wear, for they have everything. Neatness and a youthful swing, freshness and more comfort than anything else in the world.

When they are made of wool they are usually liberally splashed with white piqué. Revers, cuffs, and buttonhole, all to match, topped off with a white gros-grain hat with a tremendous quill thrust through the crown. But when really warm days come they will blossom out in tie silks, in alpaca, in foulard, and in moiré or satin. Some of the nicest of these summer suits have pleated skirts made in a very fine wool jersey, worn with jackets of slipper satin or foulard. If slipper satin is used it is usually pastel coloured, while the foulards are brighter and are adorned with huge embroidered monograms.

As for shapes, you can choose just whichever suits you best. The most typical are those suits that have wide flared or pleated skirts, short and gay, with tight little jackets that just reach the top of the hipbone. They are buttoned high at the neck, with very small revers, and they are at their best linked up with a dress and jacket rather than with a blouse and skirt. If you are extremely slender and supple you can substitute a waist-length coat that is exactly like a cinema usherette's. They are either cut-off straight at the waist or they have small points at the back and front.

Alternatively you can stick to suits with chunky jackets and straight skirts, which Schiaparelli has remained faithful to, or you can go in for soft, dressmaker suits that have small basques at the back, jutting out above a gently-flared skirt that also has its fullness concentrated there, or you can wear a flared dress beneath a half-length flared jacket. This gives the fashionable, double-tiered silhouette, but it is definitely shortening.

Throw away all your old ideas about the sort of hats you can wear with suits. This year the more frivolous they are the better. Mass them with veils, wear them in bright colours (black hats with black outfits are dead for the moment), pile them high with flowers, or etherealise them with drifts of white organdie and streamers of swiss muslin.

HOLIDAY TECHNIQUE.—Suits again—but this year you think of them always as three-pieces. Jacket, skirt, and matching slacks, not necessarily in the same colour, but interchangeable. If you want to make it into a four-piece by adding shorts as well there is a lot to be said for it from the point of view of economy.

Whether you get your skirt in linen or in flannel there should be no difficulty in obtaining the slacks. They have become so much a part of holiday and country life that they are accepted in the general scheme of things, which is all to the good since they have now ceased to be expensive luxuries. For round about a guinea it is possible to get really well tailored slacks in almost any colour you like. The lighter variety, made in tie silk or shantung, are worn with matching shirts, slightly bloused from a deep shoulder yoke and united at the waist by a matching sash. But flannel slacks are invariably worn with tailored coats.

If you do not like wearing trousers, have an extra skirt instead, and let it be divided, so that you have the comfort and the practicability of trousers without anybody noticing them. Light-weight cashmere jerseys are another thing that have come down very much in price, and you cannot have too many for holiday wear. Anemone colourings, hyacinth and celestial blues, pale cyclamen, French mustard, and sea greens are this year's favourites.

As for holiday shoes—the majority of them have platform soles, and many of them have wedge heels as well. You have only got to try walking over shingle in them to be won over to their side for ever. You can get sandals of coarse linen, with bright laces and pipings, toeless and heelless. Or you can get linen sabots, piped with contrasting colours. Shoes with platform soles and multi-coloured braid tops are attractive, and so are those with linen tops embroidered with flowers or birds.

As for head-gear, the newest way of keeping your hair tidy is to tuck it into a snood of wide-meshed chenille, or to tie it up in a turban of wool-veiling. But when you must wear a hat have it in felt or in white panama. In either case it will have a high crown and a dipping brim.

FILM FARE

A SMART GIRL THRICE PICTURED

Three new camera studies of charming Deanna Durbin who leapt to stardom when she first showed filmgoers how the awkward age could be invested with charm and who in her latest picture, "Three Smart Girls Grow Up," sustains her enviable reputation. Her natural acting allied with a bell-like voice are assets that have won her a great following

FRED AND GINGER TOGETHER AGAIN : The Astaire-Rogers partnership has often been on the verge of breaking up, but film fans simply won't allow it. Here is the pair together again in the new R.K.O. musical, *The Castles*. They take the parts of Vernon and Irene Castle, dancers who won recognition before the great war

ON REHEARSAL DAYS, when the girls spend practically all their time in the theatre, having no opportunity to do any shopping, New York managers often permit tradesmen to go backstage and show their wares. Here we see the girls trying on new hats during an interval between stage calls

TULIP TIME IN EAST ANGLIA: An A.A. sign being erected to direct drivers to one of the recommended viewpoints. As usual large numbers of motorists have been touring the bulb fields and admiring the glorious display

ARMOURED BREN GUN CARRIERS negotiating obstacles during a demonstration at Pirbright Camp. These are among the latest additions to Britain's mechanised army and will be seen at the forthcoming Royal Tournament

BOBBINS BY THE WAYSIDE: A picture taken at Sidcup, Kent, where many miles of cable are now being laid in connection with the new automatic telephone. There are thirty-six separate conduits and each of the thirty-six spools of rope are used for pulling the cables through

LUGGAGE FROM PRAGUE piled at Nine Elms Lane, near Vauxhall Bridge, where the Southern Railway has established a clearing house for dealing with the vast amount of property brought by refugees from Central Europe

THE PETROL WORLD

THIS COSTLIER HORSE-POWER BUSINESS!

The Increase in the Horse-power Tax should Create a Tendency to Buy Smaller Cars even though the Yearly Saving is Small—Predicts

A. PERCY BRADLEY, M.I.A.E., A.M.I.Mech.E.
(Clerk of the Course, Brooklands)

MANY times in these notes I have remarked on the strange attitude which the average motorist takes up regarding the so-called horse-power tax. A large number of owners would prefer to buy a car with a larger engine, but because its ownership would involve them in additional outlay of a few pounds a year by way of tax, they content themselves by possessing a less powerful car. Now that the 15s. per h.p. has been increased to 25s., this tendency to buy smaller cars will be accentuated. Personally, I do not approve of this principle that ownership of a car should be singled out for such attention by the Chancellor of the Exchequer, but we are all agreed that the money must be collected somewhere and in the circumstances we shall pay up as cheerfully as possible. After all, if 3d. or 6d. extra had been put on the income tax, the great majority of motorists would have had to pay more than the present scheme will demand.

Unfortunately, the psychological effect is going to be great. For instance, the very next morning after the increase in the tax was announced, a man who had ordered a car from a firm of motor agents that I know well cancelled his instructions, presumably from fright. After all, he was going to pay perhaps £20 in tax in any case, his car was going to cost £500 or more and apparently he suddenly decided that he could not afford to pay the additional £15 a year which the new tax called for. Anything more ridiculous than that it is difficult to conceive.

The man who owns a big car which costs, say, over £300, can usually well afford to pay another £10 to £15 a year, and so I am afraid that this class of motorist has very little sympathy from me. On the other hand, it is the man with a small car who is to suffer most. Assuming, for the sake of argument, that he covers 10,000 miles annually and his vehicle only consumes one gallon of petrol every 40 miles, the increase of the tax is equivalent to approximately 4d. extra on every gallon of petrol consumed. If his mileage is less, then this 4d. is correspondingly increased. This, therefore, is the class of motorist who has my sympathy, for undoubtedly he will be hit the hardest and possibly have legitimate grounds for grumbling.

I know, however, that the universal tendency will be to buy smaller cars than before and this must seriously affect the export business of our motor manufacturers. I cannot imagine that the Chancellor made this decision without appreciating what the effect is going to be and I rather suspect that it was done deliberately to prevent the motor trade from becoming any more prosperous, for if the production of cars decreases, skilled workmen will be thrown out of employment but will then be immediately available to be taken into the aeronautical industry. Sometimes we imagine that our legislators are a group of semi-imbeciles, but it must be remembered that the Cabinet, at least, is in possession of first-hand information on all such subjects and we must, therefore, give them credit for doing what they consider best in the circumstances. After all, we have not the information at their disposal and what may appear to us quite foolish may in actual fact be thoroughly wise.

I have recently been testing a very pleasant motor car made by the great firm of Humber Limited. The particular model was known as the Imperial Sports Saloon which sells at £575. Sometimes we are apt to think when our own manufacturers turn out a big powerful car that it is sold at a fantastically high figure and has not half the performance of its American counterpart. After driving this Humber for three full days I am in a position to refute any such statement if we can take the car in question as an example of a big powerful vehicle built in this country, which it undoubtedly is. If its selling price were £800 it would still represent value for money. Its performance is certainly not inferior to that of any American car of similar type.

The engine is approximately of 4 litres capacity and according to the catalogue develops 100 b.h.p. at 3,400 r.p.m. Unfortunately, the catalogue does not tell me the power developed when the engine is turning over at half that speed, but it must be a very satisfactory figure for I found that even when the revs. dropped there was no call to change into a lower gear. The average motorist to-day is a lazy driver and does not desire to be bothered with frequent gear changing. This Sports Imperial Saloon is, therefore, an ideal car for such owners, but if the driver is feeling energetic and uses the gear-box provided to the best advantage he will find that the car gives him an even more amazing performance.

The engine is smooth and silent at all speeds, starts up first thing in the morning without any fuss, and what pleased me immensely was to find that no choke or throttle opening had to be considered because these are worked automatically and effectively. I also found that the moment the engine burst into life it was ready to do its job without delay. On the road speeds in excess of 80 m.p.h. are not only possible but pleasant. The gear changes are easy to effect and the indirect ratios are quiet in operation.

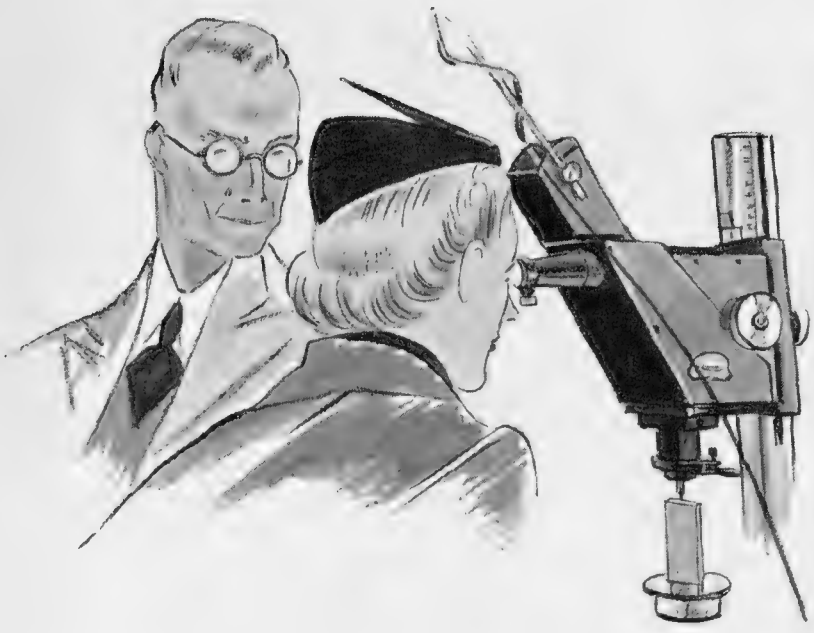
The occupants of the car are given a very comfortable ride, thanks to the Humber "Evenkeel" independent front-wheel suspension, coupled with the extra long semi-elliptic rear springs. The steering is perhaps lower geared than is usually found on a British car of this type but it is good and I found that I very quickly got used to it. The brakes really do stop the car and what pleased me considerably was that in operation they were dead quiet.

As might be expected, the exterior and interior finish of the car was well up to that high standard which has always distinguished Humber products. The body at the back has that pleasing square treatment which gives a distinct edge to the lines where the roof and side panels meet. The wings are large and I am glad to say not over streamlined. Coming to the inside for a moment we find a thoroughly well-appointed car. The door-handles are recessed and the two front windows are controlled by quick-lift handles. Even the arm-rests fixed to the doors are adjustable. Great care has been devoted to the provision of draughtless ventilation and the efforts in this direction certainly proved satisfactory. One of my favourite refinements was incorporated and that is controlled illumination of the dashboard instruments.

The accommodation provided allows for five full-size adults to ride in comfort; the front seats are adjustable over a range of 8 ins. The passengers in the rear are sometimes forgotten by designers, but in this Humber they are given side arm-rests, and an additional one in the centre which folds back into the rear squab if desired. Even picnic tables which fold away into the back of the front seats are provided. In short the whole interior of the car is furnished on luxurious lines and has a comfortable atmosphere, which is more than I can say I have experienced in the majority of cars which come into this country from overseas.

Every now and again I ventilate in these notes my opinion that the ultra-slow driver on a main road is a definite danger. My latest experiences confirm this opinion of mine and have made me realise that the ultra-slow driver is equally unpleasant when he tucks himself behind a lorry. In the racing world we have a rule which enables the stewards of a meeting to come down heavily on any competitor who tucks himself behind another driver. This crime is not looked upon as creating an undue risk for following drivers but because the car trailing behind obtains an unfair advantage by travelling in the slip-stream of the leading vehicle. On the road such an advantage could not be gained as the speeds would be too slow, but I seriously suggest that it should be an offence for any car to trail too closely behind another one if traffic allows the car behind to get in front and draw away.

A TRIUMPH OF MODERN DESIGN: This beautiful Sedanca coupé, designed by Jack Young of Bromley, is mounted on a 4½-litre Bentley chassis. Among the many interesting items in the design and equipment are the patent parallel opening doors, special flush fitting and concealed companion sets. There is a complete canteen fitted neatly behind the rear seat



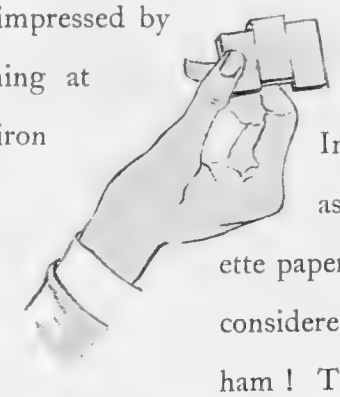
I *measured* A FLY'S LEG

. . . But that was nothing. I actually saw a millionth part of an inch being measured. Let me start at the beginning, though.

We were staying with friends in Essex and visited the Ford Works at Dagenham to see how our Ford " Eight " had been made. It was a fascinating trip, even for me, who never knew the first thing about engineering.

Tom, I think, was most impressed by the way they do everything at Dagenham, from unloading iron ore on the Ford jetty right up to driving the finished car out of the works. The Ford works is more than a motor car factory, he says, it's a whole combination of industries. That's how they can ensure such high standards.

As a woman who is used to a tape measure, what interested me most of all were the precision gauges. It used to be thought that sufficient accuracy could be obtained by measuring the work done on lathes and similar machines with ordinary rules. Ford now controls this type of work with gauges of really wonderful accuracy. These gauges are in turn checked by Johansson master gauges in a special laboratory, an air-conditioned room in which the temperature is kept constant. They are amazing.



One-thirtieth the thickness of a fly's leg is about one ten-thousandth of an inch. Imagine a measurement ten times as fine as the thickness of a cigarette paper. Yet an error as slight as this is considered of vital importance at Dagenham ! There is one instrument used for checking gauges so fine that it can measure a millionth part of an inch and shows you if there is an error ! Other devices for testing to one ten-thousandth part of an inch are child's play compared to this.

Johansson gauges are so accurately made that, when pressed together, they have to be *pulled apart !*

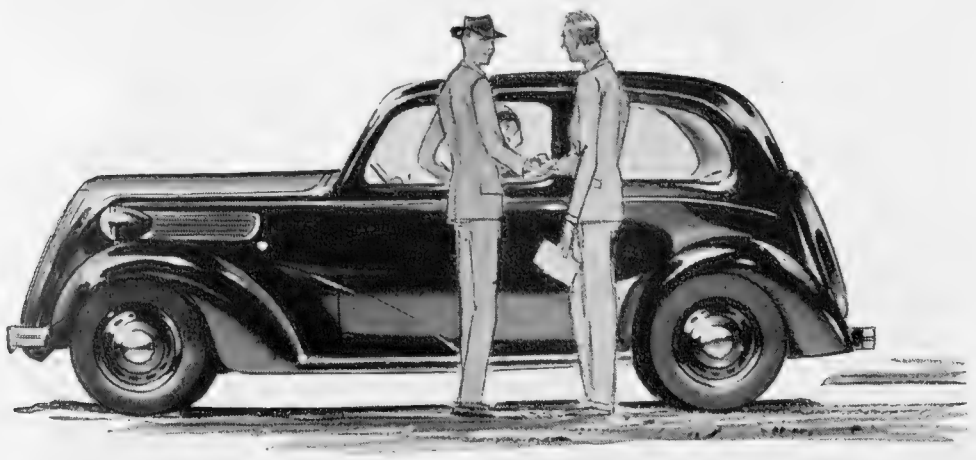
* * *

We went right through the factory and saw just how our car was made. Very wonderful it was ! It is strange to think that such vast machines can be controlled to such tiny margins of error. They say that this is necessary so that Ford Parts

are interchangeable all over the world.

As we drove off in our Ford, Tom said: " No one who has seen what we have seen to-day would ever buy another make of car."

And I agree.



FORD "EIGHT" FROM £115

The "Prefect," the Ten ahead of its Class, from £145.

Ford V-8 "30" de Luxe from £280.

PRICES AT WORKS.

FORD OWNERS WILL TELL YOU

FORD MOTOR COMPANY LIMITED, DAGENHAM, ESSEX. LONDON SHOWROOMS: 88 REGENT STREET, W.1

A WEEK OF LIFE STORIES: *The World of Books Reviewed*

By VERNON FANE

THREE lives are the subject of this week's books, and three lives more strangely contrasted it would be difficult to imagine. A famous New York novelist and playwright writes her own life story "from Kalamazoo, Michigan," to the Connecticut hillside which now luxuriously shelters her; Miss Katharine Anthony has written a study of one of the best known and certainly one of the most lovable women of letters, and a London taxi-cab driver expatiates on fares and their funny little ways.

First, for the New York dramatist, since it happens that hers was the book with which I started my reading this week. Edna Ferber, to refresh your memories, wrote *Show Boat* and *Cimarron* and *Come and Get It* and half *Stage Door* and *Dinner at Eight*. George Kaufman wrote the other half of the last two. Miss Ferber is a novelist, a playwright and a short-story writer. In each capacity she is what her countrymen call "big time," and when she writes something it is apt to be a world best-seller.

Anyone who frequents the theatre or the cinema or their local bookseller might be qualified to give a short sketch of Miss Ferber's most likely characteristics. Humour, obviously, and an observant eye, more reliable than the most candid of cameras; a nice sense of topicality and a lavish sense of the dramatic. It needed Miss Ferber's autobiography, **A PECULIAR TREASURE** (Heinemann. 12s. 6d.), to reveal the mainspring of her success, her truly astonishing vitality.

Now vitality is one of the gifts of the gods and consequently precious. By the same token it is not to be confused with an aptitude for bouncing sports or with robust physique. In the sense in which I use it of Miss Ferber it is a quality of mind, a restless, stimulating, inquisitive, and thoroughly human propensity for living.

This vitality has been essential to her work and, as I see it, to her life, though I imagine she has never thought of exploiting it as consciously as that. She likes people and she likes places, though not the going to them so much; and she likes food. Indeed, I have seldom read descriptions of food written with such obvious relish. They occur constantly, not to charm the *gourmets* among her readers, but because menus seem to her to be a kind of emotional thermometer by which she gauges her happiness or discontent.

In Milwaukee "supper was buttery, German, and good," but in the old days at the Château Frontenac "you could look down on the scarlet and green and gold of fruits and vegetables and flowers." When Miss Ferber went home from her young reporting work it was to a happy family reunion, but it was also to "pot-roasts, the potted chickens, the stuffed turkeys, the devil's-food cakes, the stuffed breast of veal . . . iced and sugared bowls of raspberries, currants, sweet cherries."

Miss Ferber was ambitious to write, even as a very young girl, and she took one of the hardest and most exacting paths to her goal. She became a newspaper reporter in a day, immediately pre-war, when women were barely tolerated on newspaper staffs and were either relegated to writing up women's luncheons or, in an effort to shock them into giving up, were sent on the most sordid story assignments.

Nothing deterred our Miss Ferber, however, not even the Haley coconut cake, and in 1912 she found herself "stunned and immensely flattered, discussing one of her stories with Theodore Roosevelt." After the war her success as a writer increased, and she began to work for the theatre as well as the theatre public. To-day she is famous and still eager, hard-working and food-conscious. In gratitude for a first-rate book of memories I am sure I can wish her nothing better than the cook she deserves.

"THE GENTLE ART OF WALKING" forms the title of an entertaining new book by Geoffrey Murray (Blackie and Son. 8s. 6d.) and this is one of the forceful chapter headings with which it is illustrated by Clifford Webb. Mr. Murray takes his material from many sources and his anecdotes of famous walkers, such as Wordsworth and Scott, make excellent reading

LOUISA MAY ALCOTT (Cresset Press. 12s. 6d.), by Miss Katharine Anthony, is the biography of a writer who is more than a name to the people of my generation and to the generation before us. She was the creator of Meg, Jo, Beth and Amy, of Laurie and Marmee, and they are characters on whom most of us could take a stiff examination after an interval of thirty years.

By her books, Louisa May Alcott is beloved of children all the world over. This was as true in her lifetime, and it was true of those children who were lucky enough to meet her. She cared nothing about clothes, and, even when she was rich, never lost the habit of wearing other people's cast-offs cut down to fit herself. She was generous and thoughtful and, although she suffered a great deal from insomnia and depression, she could be gay and "without trying to be entertaining, could keep her guests and callers in a roar."

Even at the end of her life there were flashes of the old tempestuous "Jo," the impulsive, hoydenish girl whose spirit still lingered so unexpectedly in the elderly Boston spinster. When she died it was by young people that she was buried, and young hands covered her grave with leaves and flowers. This book is a gentle and dignified memorial to a woman who has been a part of so many childhoods.

Mr. Herbert Hodge shows that he can observe his world with humour as well as the courage which is all too necessary in order to face it as a taxi driver. Mr. Hodge's first book, *It's Draughty in Front*, has been praised by eminent critics, one of whom ventures the remarkable prophecy that he (Mr. Hodge, not the critic) will one day be Minister of Transport.

I do not think that the author of **CAB, SIR?** (Joseph. 8s. 6d.) is likely to be any more stirred by these encomiums than by the patronising lady who tells him he is a splendid driver and tips him threepence on a five-bob fare. He writes simply and unaffectedly from the point of view of a member of the community who is accustomed to being treated (a) as if he were an automaton, (b) as someone on whom it is right, proper and reasonable to expend irritation, (c) as a man who drives badly, always goes the wrong way, and that mostly on purpose, and who is personally responsible for every red light and every traffic hold-up, (d) as a person whose fares are exorbitant and who is also personally responsible for the iniquities of the tipping system, (e) as legitimate prey for the professional bilker and (f) as the patient and willing friend of all drunks.

Mr. Hodge might be excused if he had developed a jaundiced view of human nature, but he writes of his daily work and incessant contact with all sorts and conditions of men and women with tolerance, humour, patience and with a gift, which appears to have been born in him, of setting it down vividly on to paper.

This England . . .

From the Purbeck Hills

THERE is much nonsense written—and repeated alas—comparing the "ale of Old England" with that brewed to-day, to the disfavour of the new. Yet in 1643 Nathaniel Knott complains that "brewers have gotten the art to sophisticate their beer with broom instead of hops, to pickle it with salt water . . ." and there is evidence that for generations many a local vendor played old Harry with "the Englishman's delight". (Indeed the poet Baudelaire wrote to Alfred de Vigny so late as the middle of last century warning him against any English beer that did not bear a well-known name). As ever, such practises defeat themselves, and the beer brewed to-day is become as good as the best of olden time. Nay some, like your Worthington, are still of the olden time, having jealously guarded the good repute that was earned so long ago.

ISSUED BY WORTHINGTON AND CO. LTD., BURTON-ON-TRENT, ENGLAND

OUR NEWEST TRIUMPH
IN CORSETRY

The
"Soutien" Brassière

Our expert corsetiere will be happy to demonstrate these novelties in the department

We have four special designs created by the most clever Parisian corsetiere and entirely exclusive to Debenham & Freebody in Great Britain.

The theme is "uplift." Gloriously light and comfortable to wear, in double crêpe de Chine —they enhance the natural beauty of the figure, correcting any fault present.

Illustrated. The "Ideale" is designed especially with diaphragm control and meets the corset belt ...
The "Classique" which is also adapted for evening wear in the "Soirette" ... ...
"Sans Bretelles" as you will guess is the strapless design lightly boned and created for the picture frock.

Debenham & Freebody
WIGMORE STREET, LONDON, W.1
LANgham 4444 (Debenhams Ltd.)

IMPERIAL RITUAL WEAR OF THE EMPERORS: An indoor robe (left), a robe for ceremonial military occasions (centre), and a sacrificial robe displayed at the China Institute, 16, Gordon Square, where an exhibition of these magnificent garments has just been opened by the Chinese Ambassador to aid the Chinese War Orphanage Fund. In old China the Emperor's robes had the same significance as a royal crown

CHINESE IMPERIAL ROBES

On Exhibition at the China Institute

THE finest single collection in the world of Chinese Imperial Ritual robes, embroideries, and tapestries is now being shown in London for the first time at the China Institute, 16, Gordon Square, and the proceeds are to go to the Chinese War Orphanage Fund.

The owner of the collection is M. Bernard Vuilleumier, a young Swiss who has made a life study of the subject, and who is an authority on the technique of Chinese textiles and Chinese symbolism, a study still in its infancy. Until the fifteenth century European travellers in China were unaware of the symbolic meaning of the clothes they described.

After the Chinese Revolution in 1911, the national treasure of China, the precious Imperial robes, guarded for centuries in the palaces of Peiping, were dispersed. Some were stolen, others smuggled out of the country, and it has taken M. Vuilleumier ten years to get his collection together from many countries.

The collection, unique in the world, contains 160 pieces, including fifty Imperial robes, and shows examples dating from the tenth century until the downfall of the Imperial regime. Robes of all the Emperors of the Manchu Dynasty, who ruled from 1644 to 1911, may be seen. Some of the finest belonged to the famous eighteenth-century Emperor Chi'en Lung and symbolise the supernatural power of the Emperor. They include his marriage robe, coronation robe, and five sacrificial robes, all of superb workmanship. His coronation robe is of plum-coloured satin.

Some sacrificial robes took ten men as long as twenty-five years to make, no women being allowed to work on them.

AN IMPERIAL CHASUBLE: A magnificent garment of eighteenth-century workmanship. Every single item of the intricate design has its own special symbolism

THIS CORONATION ROBE was worn by the Emperor Ch'ien Lung (1736–1795) on his accession to the Dragon Throne. It is of plum-coloured satin embroidered in gold with traditional emblems representing the Emperor as the Soul of Lamaism

BY APPOINTMENT
TO THE LATE KING
GEORGE V

BOOTH'S
DRY GIN

Quality
ACHIEVED BY
Maturity

● The superlative quality of BOOTH'S DRY GIN can only be achieved in one way . . . . by patient and careful maturing. Ask for Booth's yourself, you'll agree that it's

Definitely Superior!

C.F.H.

AT THE YEAR'S DAWN: The spring sunshine, in which the Alpine snows glisten, brings out the early blooms in the gardens of Locarno on Lake Maggiore. Sheltered from the north by the mountains, oranges and lemons ripen in the open, and camellias flourish with rare splendour

SPHERE TRAVEL BUREAU

SWITZERLAND as a TOURING LAND

Its Infinite Charm in Summer

IF it were possible to kill the charm of a country with superlatives Switzerland would have passed out of existence long ago. All the prose and poetry which has been poured out falls short; the brush of the artist and the lens of the camera seem to get nearer the measure of the beauty of those mountains, lakes, and valleys, but best of all are the impressions you gather by going there and seeing for yourself. It is a land from which no traveller returns disappointed, at any rate with the work of nature and, indeed, rarely with that of man, for the Swiss have brought the art of hospitality to a remarkable degree of refinement.

The newcomer naturally asks where to make a start, and the answer is "Anywhere." As you get to know more of the country preferences naturally develop, which is just as well, for it would not do for everybody to have a fancy for the same little Alpine village. It is really quite a small country, but within its boundaries there is an amazing variety of scenery to which the Alps, occupying more than half the total area, make a generous contribution. Their glittering line of summits crowned with everlasting snow, beautiful in colour and form, are surrounded by lesser heights commanding wonderful views of them from almost every distance and angle. In the valleys with their picturesque villages there is pastoral scenery of great charm and the glorious tranquillity we all seek, soon or late.

The political aspect of Switzerland calls for no discussion here, and the language divisions matter little, for while German predominates and with French may help you on your way, "English spoken" holds in most places. Italian is also spoken and Italian influences are strongest in that far corner of the country against the Italian lakes. This part, known as southern Switzerland, includes such famous resorts as Lugano, on the lake to which it gives its name, and Locarno, on Lake Maggiore. Both are in most beautiful settings and not far apart, so no matter where you make your headquarters you are certain also to visit the other.

Lugano has arcaded streets and the older part is essentially Latin. The cathedral, distinguished by a richly-decorated façade, and the old church of Santa Maria degli Angioli are interesting to the traveller, but if it is bathing in water and sun, and sport and amusement you want in beautiful surroundings, you get it all to perfection in Lugano. There is a fine promenade from the Municipal Park along the lake front, extending past the town from the suburb of Cassarate to that of Paradiso. Monte Brè and Monte San Salvatore, each some 3,000 ft. and ascended by funicular, are the commanding heights, but farther south, practically on the Italian frontier, is Monte Generoso, considerably higher. It is climbed by a rock railway and the panorama from the summit is magnificent. The lake steamers will take you to some charming villages.

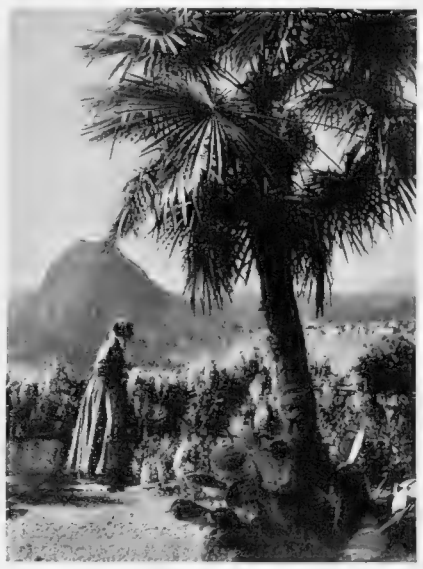
It is difficult to realise that getting on for fourteen years have elapsed since Locarno jumped into international affairs as the scene of the conference which drew up an historic pact. The convenors chose a wonderful meeting place, for Locarno is one of the sunniest resorts in Switzerland. It has a surprisingly extensive beach of fine sand, and this with the picturesque Lido at Ascona are great resorts of bathers. The Lake Maggiore steamers maintain an excellent service, and it is possible in one day to visit Stresa, Pallanza, and the Borromean islands.

Above the town is Madonna del Sasso, a resort of pilgrims. It is reached by a cable railway and commands a fine mountain panorama. An electric railway runs up the Maggia valley behind Locarno to Cevio and on to Bignasco. It goes on to Fusio, which is more than 4,000 ft. up, and from there some fine passes lead into the Ticino valley. To get to this part of Switzerland you will probably use the St. Gotthard railway from Basle through Lucerne and Ballinzona. There is also a line from Locarno which joins the Simplon route at Domodossola in Italy.

The panorama obtained on the 130 miles of the Simplon line through the south-west corner of Switzerland is possibly the finest in Europe. From the west it enters Switzerland by the Mont d'Or tunnel under the main Jura ridge and descends steeply to the shores of the Lake of Geneva. The route from Lausanne follows the lake shore to its eastern end, passing Lutry and Cully at the foot of the vine-clad slopes of Lavant. Vevey, associated in literature with the names of Thackeray, Victor Hugo and Rousseau, comes next, then favoured Montreux, and the line passes close to that wonderful relic of the middle ages, the Castle of Chillon, immortalised by Byron.

The line then enters the Alps by the great gateway of the Rhône Valley, and penetrates into the very midst of the grandest mountain scenery, with the great peaks and glaciers of the Bernese Oberland on the one hand, and the tremendous heights of Mont Blanc, Monte Rosa, the Matterhorn, the Weisshorn, and the Dom on the other.

The valley of the Rhône is followed until it becomes little more than a mountain ravine and in the later stages it passes the opening of the most famous of the valleys in the district, the one which leads up into the heart of the Pennine Alps and ends at Zermatt. At Brigue the journey through Switzerland is at an end. A mile farther on the line enters the Simplon tunnel, 12½ miles long, which pierces Monte Leone and comes out at Iselle in Italy. There is a great fascination in this tunnel which was begun over forty years ago. It was first used as a single line in 1906, but the second tunnel parallel with it and about 50 ft. away was not finished until 1922. The famous pass has been robbed of some of its glamour, but it is still much visited during the summer.



LOOKING ACROSS LAKE LUGANO to Monte San Salvatore from a sunny garden in Castagnola, a village on the slopes of Monte Brè. This part of Switzerland is very Italian in aspect

Brigue itself is an interesting old place, and there are magnificent walks from the town. One path leads up the mountain side to Belalp overlooking the Great Aletsch Glacier, longest in the Alps, which descends from the Jungfrau. It is also an important railway centre. The Loetschberg line from Berne, the illustrious, romantic, and spotless Federal capital, which pierces the Bernese Oberland with the newest of Alpine tunnels at Kandersteg, runs into Brigue. There is the line to Zermatt, and another, the Furka narrow-gauge, follows the upper course of the Rhône to Gletsch at the foot of the Rhône Glacier, then on to Andermatt, ultimately linking up the resorts of the Engadine.

Beautiful and historic Geneva, and Zürich, where the Swiss National Exhibition opens this week-end and continues until the end of October, provide many contrasts. Then there are the scores of resorts in the Bernese Oberland, making the choice of centre more difficult, but with the common heritage of glorious scenery.

Beverley Brooke

On right—
MEDIEVAL ZUG: A quaint little town and the capital of the smallest canton. Strangely enough its sixteenth-century parish church is dedicated to St. Oswald, pious King of Northumbria

In blossom time, the pleasure of your motoring is greatly enhanced by the smooth comfort of your DUNLOP FORT Tyres, with their safety-ensuring teeth.

DUNLOP TYRES

WITH TEETH TO BITE THE ROAD

Outlook Brighter

'Lighter weights and brighter colours' is the Man's Shop message this Spring. Harrods make headline news with soft, lightweight hats in dignified greys and fawns, and in interesting new shapes. Gloves seemingly light-as-a-feather appear in refreshing novel designs, pliant, washable, distinguished. You always find everything *just right* at Harrods—the Style, the Quality, the Price.

The "City." The "City" is Harrods new-style soft hat with the smart "Rollcurl" brim. Conventional binding is discarded in favour of the more natural turned edge with invisible stitching—it looks smarter, cannot fray, never "shines." A very smart hat for formal wear, and it weighs only 4 ozs. In light and medium Greys, Chocolate, Fawn, Navy and Black. 25/-

Washable Hogskin Gloves. You'll like their slight weight, beautiful texture and neat turnover wrists. The handstitching in brown thread to tone with the leather (a pleasant biscuit colour) is something quite new. Sizes 7½ to 9½. Per pair 18/6

Men's Umbrellas. The brolly is just one of Harrods extensive range. It has pigskin-covered handle (light or dark), Fox frame and silk twill cover on a rigid stick. 30/-

from The Man's Shop

HARRODS

HARRODS LTD SLOane 1234 LONDON SW1

LITHUANIA, ESTONIA, AND LATVIA (*Continued from page* 256)

"take in" both Holland and Switzerland. Latvia gives foreigners the impression that it has a Father Tell complex. Vexatious taxes are imposed on foreigners in the true old Russian spirit, and the tardiness of officialdom in getting to work can only be believed by those who know Russia, but now I mean the present-day Russia; old inhabitants tell me Russia has not changed either.

The worry of Latvia these days is the worry of all the Baltic countries. It is felt that independence and liberty of action can only be maintained by retaining complete economic liberty. Latvia's neighbour, Lithuania, feels the same way, and so, as we shall see, does Estonia. I found a similar, but perhaps less outspoken thought expressed in Denmark. The German minorities do not worry these countries as much as the possibility that one of these fine days the land of the swastika may demand that one or all of these Baltic countries, perhaps more particularly the "new" Baltic countries, shall sell the whole of their produce and take bartered manufactured goods in exchange. Estonia, for one, would be most indignant, because in four years Estonia has doubled her import trade with Great Britain and has extended her export trade, and like all the Baltic countries Estonia is linked to sterling, a free currency, totally unlike the harnessed and harassed reichsmark.

Estonia is 26,000 sq. miles in area and has a population of 1,126,000. It is a lovely country and the capital, Tallinn, is really Wotan's Town. It is a walled city and the buildings look as if they were wearing night-caps. It is a city of fairy tales.

English is of very little use in Estonia, although I see that they are producing an excellent fortnightly newspaper in our language; but if you cannot speak Estonian, speak Russian, because almost everybody will understand that, and if you cannot speak Russian, a few words of German will get you along.

I am sorry to have to return to the question of night clubs again, but I am once more wondering how it is done and apparently made to pay. In Tallinn there is an open-air cabaret-restaurant, where the cuisine is Russian and excellent, the band very good indeed, the show likewise; there is a rotating dance floor, and the bill for a first-class meal with wine and entertainment works out at about 3s. a head. There are several night clubs, all good, and three or four first-rate hotels (one complete with night club). By the way, the night clubs keep open all night long, and when I was staying in Narva-Jesu, close to the Russian frontier, the club was going good and strong when I was having my breakfast.

Narva, which is the rail-head for the seaside resort of Narva-Jesu, is a most picturesque city, with a slightly rococo air. Ancient-looking *droskis* ply for hire and the wiry little horses dash off at top speed over roads which like so many things around here belong to the age of once-upon-a-time. Sometimes when the wooden buildings in Narva begin to shake and tremble, and there is a roar which sounds either like distant thunder or the announcement of an approaching earthquake, the good Estonians look at one another and shrug their shoulders. "What is it?" I asked the young hotel porter. "The guns" he said, laconically. It was a Russian battery over the border, thundering away like mad. Well, not so long ago that thunder of the guns was taken to mean an implied threat, but now that the shadow of the swastika is cast across the Baltic, there is a slight message of hope mingled in the roar of those Russian guns.

A BACKDOOR TO CHINA (*Continued from page* 259)

These Northern Shan States are sparsely populated, and except for the Shan villages few and far between en route, one sees little of the various other peoples of these parts, for the tribes live on hilltops well off the beaten track. But in all the large villages, bazaars are held every five days to which these folk come to buy and sell their village products, and then is the chance to study the different types. Kachins, Palaungs, and Lisus are the predominant tribes, but there are many others and innumerable subdivisions of each, all wearing distinctive tribal clothes. Religion is quaintly diversified, the Shans themselves being mostly Buddhist, while quite a few of the hill tribes have been converted to Christianity by American Baptist missionaries. The remainder, and all the more primitive ones, are purely Animists, and even among those nominally Christian, the "oracle of the chicken bones" is probably more potent than anything else!

The bazaar at Lashio is an interesting one, but even more so is that at Namkham, a small town near the frontier which attracts the most representative collection of tribes in all the Shan States. Here, in the four large open courtyards with their quaint tip-tilted stone Chinese roofs, one may see, besides the Shans themselves, Burmese, Chinese, Indians, Kachins, Palaungs, Lisus, Chinese Shans, and others, a fascinating medley of races, clothes, customs, languages, and habits.

If one can go right on to Bhamo—and the magnificent scenery on the high pass here makes this well worth while—there is from there an attractive alternative return route by river to Mandalay on an Irrawaddy Flotilla Company steamer. The "bazaar boat" is more interesting than the express, for this carries alongside a "flat" completely stocked with every kind of local necessity, and frequent stops are made for the villagers to come aboard and make their purchases. A large area of Upper Burma—much of which is impenetrable jungle—is still lacking in either roads or railways, and for these river-side towns and villages the Irrawaddy boats are the only means of contact with the outside world, so that the bazaar boat's arrival is an important event. Halts are very short, often only ten minutes, so everyone swarms aboard, bringing pottery, rice, hides, and other products for export, and eager to make their purchases in time.

The river scenery is delightful, especially through the two defiles, and the journey, taking three days downstream (for the boats tie up at night, currents being too difficult for night navigation), is restful and quiet, a pleasant contrast to the arduousness of the motoring part of the trip.

SIGHTS AND SCENES OF OLD-TIME LONDON (*Continued from page* 267)

of considerable charm by Elizabeth Chalmers, "Rhododendron," No. 239, and an arresting and sympathetic portrait of the Bishop of London in his amethyst gown by A. M. Burton.

Harold Workman's "Shops in Mayfair," No. 290, is a very skilful and distinctive work, the clear brilliance of the painting beautifully expresses the sudden, sunny corners one so often encounters with surprise when hurrying through the less frequented byways of London.

Of particular interest are the paintings, etchings and drawings in Gallery No. 4. Here, amongst a selection of works, appear several very beautiful paintings and drawings of London—especially London's bridges. "The Building of Old Waterloo Bridge," No. 311, which was commenced in 1811, is skilfully sketched in sepia and wash by Arthur William Hunt (1830–96). A beautiful oil painting by Samuel Scott, known as the English Canaletto, shows "The Arch of Westminster Bridge," No. 333, a Westminster bridge in the middle of the eighteenth century with two men swimming in the foreground, and a brilliant strip of sunlight catching the curve of the arch on the far left. A real Canaletto shows another view of the same bridge, painted in 1747, No. 350. This is one of the Italian master's delightful pen-and-wash studies, and has been lent to the exhibition by H.M. the King.

THE SHAFTESBURY HOMES AND "ARETHUSA" TRAINING SHIP

The ninety-sixth Annual Meeting and Display of The Shaftesbury Homes and *Arethusa* Training Ship will be held in the Queen's Hall, Langham Place, London, W.1, on Tuesday, May 16th, at 3 p.m. H.R.H. The Duke of Kent, K.G., President of the Society, has graciously consented to preside, and displays will be given by children from the various Homes. Please help the great work of maintaining and training 1,165 poor boys and girls. Tickets, reserved, 5s. and 2s. 6d., may be obtained from the headquarters of the Society at 164, Shaftesbury Ave., W.C.2.

Sock of the moment

TENOVA self-supporting socks stay up and stay neat. The cut-out at the back and the band at the top, containing Lastex yarn, keep them gently but firmly in place. And when the socks go to the laundry, the band of course goes too. Attractive patterns for day-time, white for games—3/6, 4/6, 5/6. Scotch knit for the country—5/6, 7/6. Black silk for the evening—5/6, 7/6 and 12/6. Call in and see them.

TENOVA *self-supporting* SOCKS

AUSTIN REED

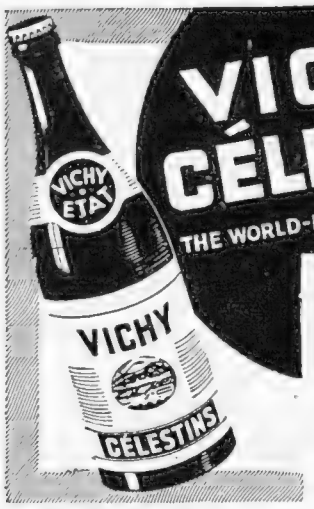
103-113 REGENT STREET · W1
London and Principal Cities

Always a winner Vantella shirts have every quality that makes a winner—for example, the Van Heusen semi-stiff collars, and unshrinkable neckbands—which stay put without gadgets. Vantella shirts are renowned for their brilliant array of patterns and colours—*and* for holding their own against any laundry. Zephyr 9/6, poplin-de-luxe 10/9,

'VANTELLA' SHIRTS regd. Van Heusen collars to match 1/3 each. Three sleeve-lengths to every neck size.

MADE TO MATCH **'VAN HEUSEN' COLLARS** regd.

Van Heusen collars, etc., are made exclusively by Messrs. Harding, Tilton & Hartley Ltd., London
COTELLA LTD., 14 MOOR LANE, E.C.2

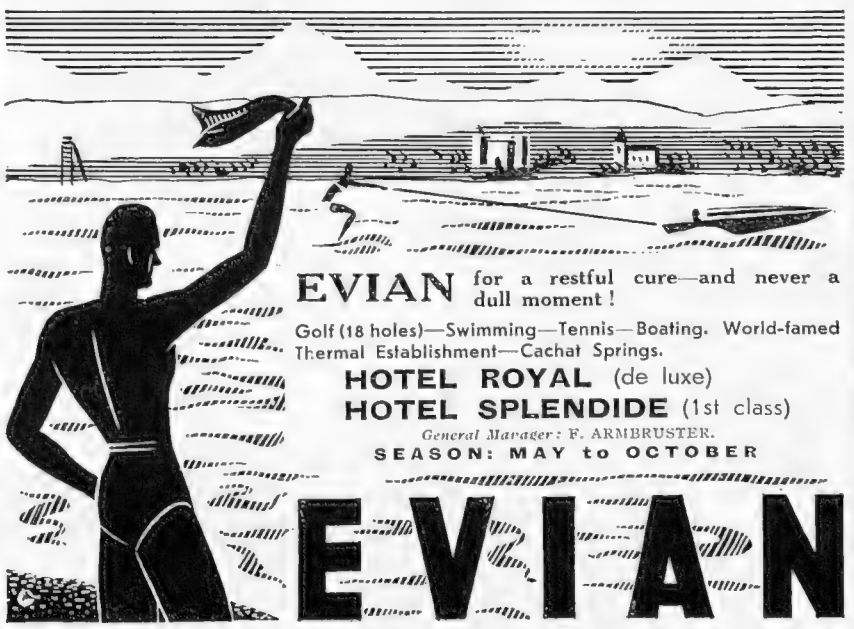


VICHY-CÉLESTINS
THE WORLD-RENOWNED NATURAL MINERAL WATER

RHEUMATISM

VICHY-CÉLESTINS is Nature's own antidote for warding off the pains and penalties of *Rheumatism.* Drink it *regularly* at meals, and at any other time. *Obtainable everywhere.*

● CAUTION.—See that the label on the bottle bears the name of the Sole Wholesale Agents:
INGRAM & ROYLE LTD.,
Iangor Wharf, 45, Belvedere Road, London, S.E.1.



EVIAN for a restful cure—and never a dull moment!

Golf (18 holes)—Swimming—Tennis—Boating. World-famed Thermal Establishment—Cachat Springs.

HOTEL ROYAL (de luxe)
HOTEL SPLENDIDE (1st class)
General Manager: F. ARMBRUSTER.
SEASON: MAY to OCTOBER

EVIAN

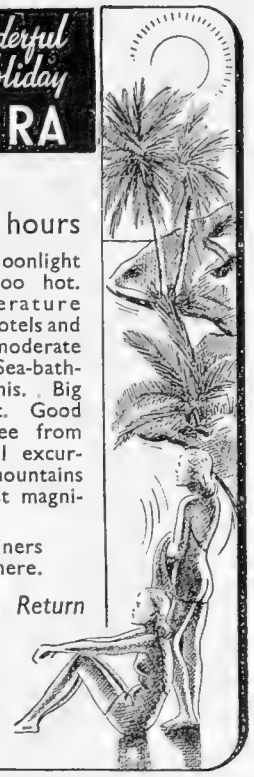
For a Wonderful Summer Holiday
MADEIRA
In **60** hours

Calm seas, moonlight nights. Never too hot. Average temperature 71°F. Excellent Hotels and Pensions at very moderate prices. Casino. Sea-bathing. Golf. Tennis. Big game Fishing, etc. Good motor roads free from dust. Wonderful excursions into the mountains amongst the most magnificent scenery.

25,000-ton liners take you there.

From **£13** *Return*

Apply Casa de Portugal, 20 Regent Street, London, S.W.1, at all Travel Agencies, or to THE OFFICIAL TOURIST BUREAU, Avenida Arriaga, MADEIRA.



NEW TOOTH POWDER RENEWS ENAMEL

The calcium content of your saliva is the potent factor which governs the health of your teeth and gums. It is mainly the absorption of calcium salts in solution, by the teeth, which renews and strengthens the enamel of the teeth, thus protecting them from decay. Your dentist will endorse this fact and advise you to use a wonderful new, scientific discovery containing all the salts (including calcium) which are necessary for the formation of tooth enamel. Known as 'GLAZUROL' *remineralising* TOOTH POWDER this new preparation has been praised by leading dentists and prescribed by them exclusively for use by their patients. You can obtain 'GLAZUROL' *remineralising* TOOTH POWDER in hygienic glass flasks from Boots the Chemists, Timothy Whites & Taylors, Heppells and other leading chemists. The 2/- flask 'GLAZUROL' contains sufficient tooth powder to last you 4-5 weeks and the 3/6 size will last you 12-14 weeks. So you, too, can use this wonderful preparation at an average cost of 3d. to 4d. per week and safeguard your teeth against decay, your gums against 'sponginess' and pyorrhoea. Get a flask of 'GLAZUROL' *remineralising* TOOTH POWDER to-day and see your teeth dazzling white, your gums firm and healthily pink. Your own Dentist will give you a trial supply of 'GLAZUROL.' But don't delay, get your first flask of 'GLAZUROL' *remineralising* TOOTH POWDER to-day and start using this truly scientific dentifrice *to-night.* If any difficulty in obtaining, send P.O., 2/- or 3/6, for supply post free from J. C. Boldoot (England) Ltd., SP. 2/39, 119 Finsbury Pavement, E.C.2.

glazurol remineralising tooth powder
(Regd. Trade Mark)

A Child's Gratitude

We wish that *you* could see the conditions that some little ones are suffering—and even more that you could see the happiness brought to thousands every year through the help of the National Society for Prevention of Cruelty to Children. Over 4,000,000 have been ensured a happier life. YOU can earn some little one's gratitude by sending a gift to-day to Hon. Treas., Sir G. Wyatt Truscott, Bt.

N·S·P·C·C

Victory House, Liecester Square, London, W.C. 2

PRESIDENT: H.R.H. THE DUKE OF KENT

HOSPITALS DAY 1939
Give Freely

INNER LONDON TUES. MAY 9 — OUTER LONDON SAT. MAY 13

'MINICAMERAS'
LEICA, CONTAX, ROLLEICORD, ROLLEIFLEX, KORELLE, etc.
From 10/7 a month. Every make in stock and all accessories. Lists free. Easiest of monthly payments. Expert processing of miniature films. The Minicam and Cinecam Specialists. *Mayfair 7511 (8 lines).* W.1.

WALLACE HEATON New Bond St.
AND BRANCHES

The Peace of the Country is Nowhere Exemplified better than at

LIMPLEY STOKE HOTEL

Near BATH (5 miles)

in England's loveliest valley. The hotel has a long tradition of good living, but is thoroughly up-to-date in lighting, heating and plumbing; terms from 4 gns. weekly.
Telephone: Limpley Stoke 4

SPEND SPRING
AT THE HOTEL IN THE PATH OF THE SUN

Royal NORFOLK Hotel BOGNOR REGIS

Three acres of grounds in the very centre of the front—one of the finest situations on the South Coast. Running water, central heating. First-class cuisine. Tel. 40

THE ROSEMULLION

Overlooking the sea in an unspoilt corner of South Devon. Rooms with or without bath: private suites. Excellent golf and many other sporting facilities.
Write R. K. Lee, director. A.A., R.A.C.

BUDLEIGH SALTERTON

ST. MARGARET'S BAY HOTEL

near DOVER, KENT

(Under entirely new management and ownership)

Sheltered—Sunny—Informal. Good centre for golf

'Phone: St. Margaret's 2117. *London Office: Hanford, Abbey 1505.*

SEEING SCENERY afloat, afoot or awheel is an inevitable pleasure for those staying at Falmouth. Be you a yachtsman, motorist, or a humble rambler among the glories of the Cornish coast, you, your wife and your family will realise a Spring holiday ideal at . . .

GREENBANK HOTEL, FALMOUTH

A.A. Own Private Pier. R.A.C. Craft of all kinds for hire. Magnificent New Sun Lounge.
Write to S. Taylor for details. *Telephone: Falmouth 440-1*

"Punctuality is the politeness of Princes"
The remark is true (in a sense unintended by Jorrocks). For at Princes, Folkestone, they understand punctuality . . . and the pleasure of finding people and things ready when you want them.
Your room (with a private bath) or your suite are ready for you now.

PRINCES HOTEL, FOLKESTONE

In the lee of the Leas. *85 minutes from Town.*
Popular cocktail bar. Squash, Tennis, etc., adjoining. Lift. Softened Water. *Telephone: 2666.*

FRINTON for Freedom

- Freedom from charas, piers and pierrots
- Freedom to wear what you like and do what you like.
- Freedom to breathe good air, to bask in a wealth of sunshine in a resort unique for its selectiveness and its sociability.

GRAND HOTEL, Frinton-on-Sea

is the hub of Frinton's social life. Good food, good wine, good beds, make our principal claim to fame. To them can be added ballroom, suites and a picked position facing the sea and Frinton's famous sands.

HASTINGS
The
QUEEN'S
Telephone: 201

Leading and Best
Sea Front — Solarium
Orchestra
From 15/- daily

Grand Suggestion . . .

A week at the GRAND, TORQUAY, at this time of year and you'll feel *really* better.

A room bathed in sunshine . . . private bath . . . breakfast in bed.

A stroll along the waterfront . . . no hills to climb. Or a run over Dartmoor in the car . . . scenery superb.

In the afternoon, a round of Golf, a court for Squash or Tennis—all free, of course. Back to dinner in the Grand manner or well-cooked Grill, if you like. Then dance to Harry Evans and his Band and

You're beginning to feel GRAND.

Moral: A week at the Grand is better than a month in a nursing home . . . and cheaper.
For details write: R. Paul, Manager.

The **GRAND, TORQUAY**
Telephone: 2234

Come down in the Springtime . . .
A copy of *The Sphere* and a deck chair in the sun at the Garden Hotel of Torquay make life worth living.

LINCOMBE HALL HOTEL TORQUAY

South aspect . . . beautiful grounds . . . away from noise, yet near town centre.
Modern appointments throughout. Fifty bedrooms, many with private bath.
Write for brochure. **Inclusive terms from 4 gns.**

In Quest of

A West Country Hotel That i June and July are Good

HOTELS thrive or wilt in accordance with public opinion. Advertising can only benefit a well run hotel, for if it is badly managed the very people who are attracted by an advertisement are the first to run it down. In short, public opinion can react both ways; it can commend on the one hand and condemn on the other, and it is in relationship to the latter that the public are sometimes grossly unfair.

Bad impressions remain constant with them. Time makes no difference. They will tell you to avoid such and such places "at all costs"—"poisonous food," "terrible beds," "abominable service." Yet in making such remarks they are often guilty of the grossest slander, as since they were there last (if at all, for their advice is often based on hearsay) a change of ownership may have occurred and the whole place modernised.

It takes a long time for an hotelier to live down public memory, yet it has been and still can be done to-day. A good example of this is the Limpley Stoke Hotel in that beautiful Avon valley 6 miles south of Bath. Once a hydro, shut down for a time, and having gone through a number of vicissitudes, it is now under the ownership of Mr. A. C. Bird and is being run as a first-class hotel. Every week Mr. Bird, or his manageress, Miss Collins, will hear remarks of this sort, "We never realised such a nice hotel existed so close to Bath," "Why, you must have spent quite a lot of money here" (only a matter of £7,000!), "It's so very homely. We will tell our friends." And perhaps it is through that last remark, often repeated, that Limpley Stoke Hotel to-day is coming into its own.

Let me make it clear that more money could be spent. The lack of a lift puts the hotel out of court for infirm people, though for those who have the use of their legs the stairs are easy. Money could be spent in brightening the ground floor corridor, but all the modern needful essentials are there. A comfortable bed; hot and cold water in the rooms; really good fare of the best quality; large and comfortable public rooms, and best of all a view which provides a constant feast of colour.

And now to turn to Scotland, because this is the time of the year when many will be planning a motoring holiday north of the Tweed.

I find that there are still many people who are under the delusion that Scottish hotels are dour in their appearance and deadly in their charges. Let me remove at once any such lingering thoughts that may exist in this respect. From my own experience I believe that Scottish hotels in the aggregate are ahead of our English ones. Hot and cold water in bedrooms is general. In many cases—in fact, in the most unexpected spots—I have found bedrooms centrally heated. From the gay cocktail bars and dining rooms and other lounge rooms that I have come across they would seem to have been competing with one another to achieve the best effects.

And you will not find yourself forgetting that you are in Scotland, with

SELSDON PARK HOTEL

SANDERSTEAD • SURREY

'Phone: Sanderstead 2001

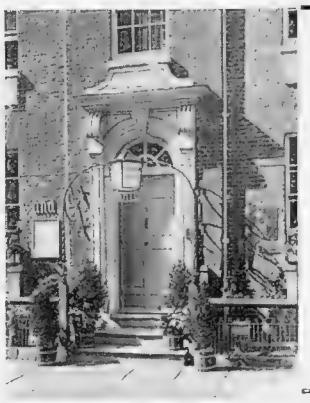
Half an hour from the City and West End, yet over 500 ft. up on the Surrey Hills.

FREE GOLF ON PRIVATE 18-HOLE COURSE (6,430 yards) IN OWN PARK OF 230 ACRES.

Illustrated brochure free on request.

Full en pension with free service to station, magnificent solarium, billiards, tennis, dancing, squash rackets, electric gymnasium, all free. Riding. The ideal residence where congenial company and country house atmosphere can always be found. Hot and cold water, telephone and radiator in every room. numerous suites and rooms with private baths. Moderate inclusive terms.

SELSDON COURT HOTEL, in same park, at first tee of Golf Course. Inclusive summer terms from 5 gns. per week.



YOU NEED LOOK NO FURTHER
for Shakespeare's country and the Cotswolds than

THE
WILLIAM AND MARY
HOTEL DE LUXE STRATFORD-ON-AVON

The terms **(from 4 to 6 gns.)** are as lenient as the hotel is luxurious. An unusual brochure of hotel and district will gladly be sent on application to H. M. Stevenson. Telephone: 2575

Terms in the annexe, 3½ gns.

BURGH ISLAND

HOTEL SOUTH DEVON
FAMOUS FOR ITS FOOD.
INCLUSIVE TERMS INCLUDE EVERYTHING FOR YOUR ENJOYMENT, EVEN GOLF.
TEL. BIGBURY-ON-SEA 272

Good Hotels

By ASHLEY COURTENAY

Coming Into Its Own Again: Times to Visit Scotland

tartan carpets, tartan curtains, and sometimes waitresses wearing kilts! I have yet to find tartan sheets, but perhaps that is too much to expect. And I rather question the wisdom of one hotelier I know who employs a piper to pipe you out of bed in the morning!

There are a lot of general questions that one gets asked about touring in Scotland, and in the case of those which embrace the subject of price I would urge, both on this score and from the weather point of view, that you should go to Scotland in any month but August. In this month prices are naturally at their highest, the weather often shows its worst side, and accommodation is nearly always very difficult to obtain.

It is no fun travelling some 30 to 40 miles over wild moorland country only to discover that at the first available point of civilisation there is not a room to be had for love or money. So go now, in June or in July, in September, or even October—for there is another myth about touring in Scotland, that it is cold directly September sets in.

Another general question is "Where can we stay just over the border on our way to the Highlands?" The answer is that so much depends on personal ideas of mileage per day and where the last stop in England was. But here are a few well-defined halting places at which discerning people book their accommodation in advance.

Entering or leaving Scotland by the Carterbar route, stop at the Crook Inn, Tweedsmuir, by Biggar. This attractive little spot is worth many miles of detour if necessary, and the only objection to staying there is that one night is never long enough.

Journeying via Carlisle, stop at Lockerbie House, which lies about half a mile off the main road at Lockerbie. This is a country-house type of hotel with rather lovely grounds, and here again you will feel like lingering.

An alternative beyond Lockerbie is the Abington Hotel at Abington, again an hotel which may easily spoil you for others.

Some people manage to get rather farther afield after entering Scotland. If you get as far as Perth, stay at the Royal George, an hotel which is so well run that it would be very inadvisable to arrive there just on chance. The Birnam at Dunkeld is another good hotel, as is the Royal at Bridge of Allan, under the same ownership.

I shall be glad to answer any inquiries as regards Scotland, although I must point out that my personal knowledge as yet does not extend beyond Aviemore on the east and Fort William on the west. But this year, in the months I have stated, I shall hope to repair this omission!

Mr. Ashley Courtenay is always pleased to advise "Sphere" readers of hotels, both large and small, known to him personally. Letters should be addressed to him, c/o the Editor, THE SPHERE, *32–34, St. Bride Street, London, E.C.4. Personal and telephone inquiries, however, cannot be accepted.*

In a lovely Garden Square . . .

Stanhope Court will make excellent headquarters for the London season and the ideal "town house" for men and women who appreciate comfort, economy and tasteful surroundings. Like all the "North" Hotels, it is splendidly situated in the heart of fashionable London—a minute's walk from bus or tube and a few minutes' ride from the West End and City.

STANHOPE COURT HOTEL

STANHOPE GARDENS . SOUTH KENSINGTON, S.W.7

A first-class private hotel—quiet without, comfort within. 100 delightful bedrooms, each with running water, central heating and telephone. Terms, completely inclusive, from 4 guineas a week. Brochure and tariff gladly sent on request.

TELEPHONE . FROBISHER 1101 (6 lines)

CANFORD CLIFFS HOTEL

Enjoy Spring . . .

in a secluded, sheltered and sunny position . . . in an hotel which is a country house by the sea, designed and run to please discerning people.

100 bedrooms (many with private bath) and suites. Central heating and lift. Spacious garage with lock-ups. Six acres of flower gardens, secluded walks and private beach. En-Tout-Cas tennis courts. Parkstone Golf Course adjacent, five others near by.

Telephone: Canford Cliffs 797/8

BOURNEMOUTH

SCOTLAND

EDINBURGH THE ALISON HOTEL
Melville Crescent

Equipped with modern conveniences which make for comfort and prompt service. Centrally situated.

Telephone 31295 *Telegrams: Melcrest, Edinburgh*

SCOTLAND—*continued.*

AVIEMORE HOTEL

STRATHSPEY - - - - INVERNESS-SHIRE

Overlooking the Rothiemurchus Pine Forest

Hot and Cold Water in every Bedroom. Central Heating.

Leading hotel in the north—with privileges of a country house yet freedom of a well-run hotel.

Private 9-Hole Golf Course. Special Terms during Early Season. IAN JACK, *Manager*

The Gateway to Good Golf . . .

LUNDIN LINKS HOTEL
FIFE

Lundin Links are at our door and some of the world's finest courses, including St. Andrews, are our near neighbours. For full details of this first-class sporting hotel write to A. Muriset, Proprietor, or telephone Lundin Links 7.

PERTHSHIRE—CASTLE HOTEL, GLENDEVON

A luxuriously appointed hotel with every modern convenience in the heart of the Perthshire Highlands and under the personal supervision of the Resident Directors. Altitude, 850 ft. Situated in 7½ acres of own grounds. Gleneagles golf, 15 mins.; 9-hole course, 5 mins. Excellent loch and river fishing free. 15,000 acres of shooting. Fully licensed. Unrivalled position for motoring and walking.

Illustrated Brochure with pleasure. *Telephone and telegrams Muckhart 27.*

A.A., R.A.C., R.S.A.C., B.F.S.S. Hotel.

LOCHALSH HOTEL

Kyle of Lochalsh, Ross-shire

A place of dreams—abounding in sheer beauty. An unparalleled vista of the Isle of Skye from every window. Open all the year round

INVERNESS—*Station Hotel*

Inverness-shire

A most comfortable hotel with all modern amenities

For accommodation, etc., apply to the Resident Manager, or to Arthur Towle, Controller, LMS Hotel Services, St. Pancras Chambers, London, N.W.1.

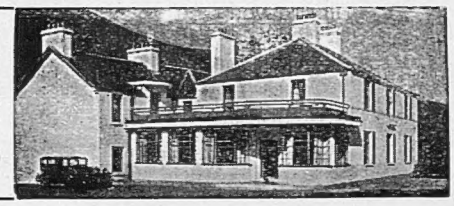
THE CROOK INN

Established over 300 years.

Among the hills of the Borderlands; Famous Willie Wastle's Cocktail Bar; Trout fishing on Tweed and Talla. Tariff free.

TWEEDSMUIR, PEEBLESSHIRE, SCOTLAND

'Phone: Tweedsmuir 202. 'Grams: 'Crook, Polmood.'



MARINE HOTEL, GULLANE, EAST LOTHIAN

Under entirely new management. A comfortable and homely hotel which is first-class in every detail, with all modern conveniences including hot and cold water in all bedrooms and central heating. Situated in the heart of the land of golf with nine golf courses to choose from. The best and safest sea bathing in Scotland. Renowned for sunshine and low rainfall. Cocktail Bar, Riding, Tennis. Personal supervision. Brochure with pleasure. *Telephone: Gullane 106*

A.A., R.A.C., R.S.A.C. HOTEL

They came for a few days . . .

and remained for a fortnight. Such is the charm and attraction of this Ideal Holiday Hotel, complete in itself as a holiday centre. Golf (18 holes) tennis, swimming, badminton, talkies, and dancing. Fully licensed. Comfort and a courteous and attentive service, combine with a skilful cuisine to make your holiday here memorable. Terms and illustrated brochure from A. P. Tregenna, Resident Manager. Managing Director, R. Gillies.

DUNBLANE HOTEL HYDRO, Dunblane, Perthshire, Scotland

Telephone: Dunblane 3161 (3 lines).

NORTH BERWICK

The **MARINE HOTEL**

ONE OF THE MOST DELIGHTFUL HOTELS IN EUROPE

Situated on the Firth of Forth, overlooking sea and Golf Course. 23 miles from Edinburgh, and within easy reach of Scotland's most famous beauty spots. Every facility for outdoor and indoor enjoyment awaits the visitor. Hot and cold water in all bedrooms. Many private suites. Garage in grounds. Illustrated Tariff on application. Manager, W. A. THIEM. *Telephone 366.*

AMULREE HOTEL

SMA' GLEN, PERTHSHIRE

Midst the heather hills of the Sma' Glen. Here is—wonderful scenery, peacefulness, and a cuisine above the average. Fishing attached to the hotel. And there are fish! A perfect centre for the walker and the motorist.

Proprietor: Thomson Matheson Telephone: Amulree 5

ALWAYS A WELCOME AT

CREAGDHU HOTEL

ONICH

NORTH BALLACHULISH

E., F., FEARNSIDE R.S.A.C., R.A.C., A.A.

FOR A LOVELY HOLIDAY

On the main Glasgow–Inverness Road, by the shores of Loch Linnhe. The hotel stands in own grounds of 4½ acres with its own garden produce. H. & C. water in all bedrooms. Bathing and Fishing for those who desire it. FULLY LICENSED.

Tel.: ONICH 38 Visitors 37

(Continued on next page)

THE SPHERE TRAVEL BUREAU—continued from previous page.

A Bathroom to every Bedroom . . .

How many country hotels can boast such an amenity?
It is just an example of what you may expect of life at

GROVE HALL HOTEL TWYFORD · BERKS ·

A delightful country house, surrounded by flower gardens and a park: 34 miles from London by road, 37 minutes by train. Here you will find pleasant company in congenial surroundings at moderate prices. Tennis, Squash and Golf (Sonning 18-hole course). Telephone: Twyford 106.

Inclusive terms from 4 gns.

THE SILVER SANDS OF SENNEN

have drawn discriminating travellers for centuries to the Success Inn, Sennen Cove. To-day that old inn still maintains the tradition of success under the name of

WHITESAND BAY HOTEL

NEAR LAND'S END

In the most romantic part of the glorious Cornish Coast; 2 miles from Land's End, yet completely aloof from trippers. Come down early and enjoy the best of the summer.

Proprietor: S. Vernon Peek

A Good Centre for Touring—

THE OAKELEY ARMS, Tan-y-Bwlch, BLAENAU FFESTINIOG

Our hotel is comfortable and our terms, from 4 gns., modest. We can offer you sea-trout and brown trout fishing, golf at Harlech, sea-bathing, tennis, and riding for children—all amidst glorious scenery—An old coaching inn modernised. Write for Brochure.

Phone: Penrhyndeudraeth 31. Grams: Hotel Tan-y-Bwlch. Stations: Blaenau Ffestiniog, Penrhyndeudraeth

Here lies King Arthur's Countrie

where modern comfort marries age-old romance

TINTAGEL

300 ft. above the sea, overlooking the romantic ruins of King Arthur's stronghold and miles of rugged Atlantic coast. Private Golf course, tennis court, excellent bathing. Station, Camelford, S.R. Tariff from Manager. Tel: 2.

KING ARTHUR'S CASTLE HOTEL

PADSTOW

Sheltered and warm with a splendid view across the Camel Estuary. Golf at St. Enodoc and Trevose. Sailing. Sea-bathing. 2 Tennis courts. Garage adjoining. Tariff from Manager. Tel: 7.

METROPOLE HOTEL

London address: Trust Houses, Ltd., 81, Piccadilly, W.1. Tel: Grosvenor 3229

GREAT NORTHERN RAILWAY HOTEL ROSTREVOR

FOR THE BEST HOLIDAY OF ALL

IRELAND

THREE
GREAT NORTHERN RAILWAY HOTELS
LEADING AND BEST

- THREE
- BEAUTY
- SPOTS

ROSTREVOR (Co. Down) — Rests at the foot of Mourne Mountains, overlooking Carlingford Lough. Golf. Fishing. Tennis. Shooting. Bathing.

GREENORE (Co Louth) — On the shores of Carlingford Lough. Golf 18 holes. Sea Fishing.

BUNDORAN (Co. Donegal) — Magnificently Situated on the Atlantic. Bracing Air. Golf 18 Holes in Hotel Grounds. Tennis. Bathing. Fishing.

For Particulars write to Resident Managers or Great Northern Railway, Dublin or Belfast

HARROGATE

The **GRAND**

Phone 4631

FINEST POSITION
Close to Royal Baths
Facing
Valley Gardens
FROM 18/- DAILY INCLUSIVE

England's Only Five-Star Hydro

A picked position for all the year round . . . hard by the Royal Hall and Royal Baths. Everything at the Cairn itself for recreation of mind and body. Music daily. Bridge nightly. Frequent dances. Hard tennis courts in grounds. Golf five minutes away. Skilled hydropathic and electric treatments in our modern Baths. Special diets and a five-star cuisine.

THE CAIRN HARROGATE

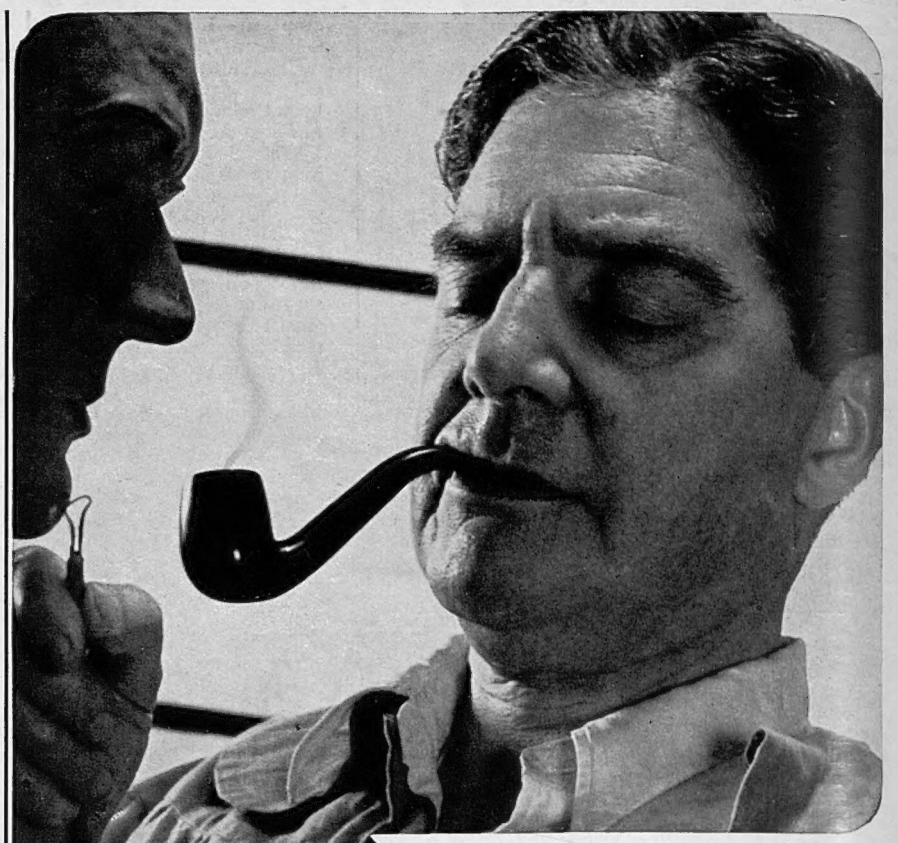
FIVE-STAR IN ALL BUT PRICE

BEAUTIFUL ST. BRELADES . . .

above all in Spring was built for those who like to ignore the tape-machine and the politics of Europe and laze with a serene conscience . . . bathing, walking, idling with none but the friendly southern sun to interrupt . . . and the pleasant routine of well-cooked meals to make a day of it. Profusely illustrated brochure with pleasure from the proprietor, B. Colley.

ST. BRELADE'S BAY HOTEL JERSEY

An hour and a half by air from London



WITH A DEFT TOUCH

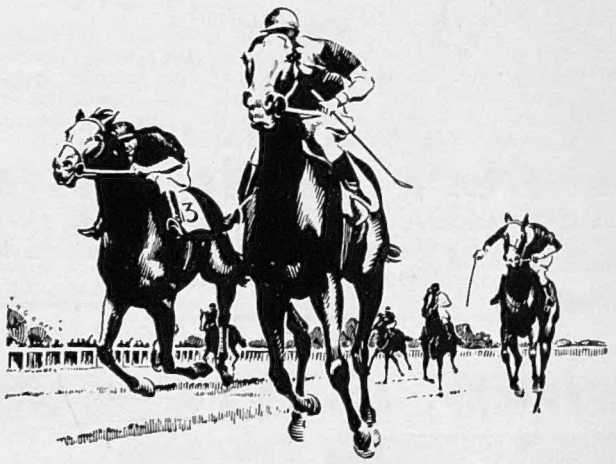
he records his impressions. He has a sure eye for detail and gradually the very character of the sitter seems to be recorded in the clay. He's watching always for individuality; that's why you'll find his pipe filled with that exclusive blend of fine tobaccos — Player's "No Name."

2 ozs. 2/9
4 ozs. 5/6

"No Name" BROAD CUT is the same tobacco for those who prefer a broader cut. The prices are the same.

PLAYER'S "NO NAME" TOBACCO

P.N.N.57B



READ

"RAPIER"

ON RACING

each week in The Illustrated Sporting & Dramatic News

•

AT ALL NEWSAGENTS & BOOKSTALLS—Every Friday

PRINTED IN ENGLAND by EYRE & SPOTTISWOODE LIMITED, *His Majesty's Printers*, at East Harding Street, London, E.C.4, and Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., 32-34, St. Bride Street, London, E.C.4.—*May* 13, 1939. Entered as Second-class Matter at the New York (N.Y.) Post Office, 1903.

THE SPHERE REGISTER OF HOTELS

The majority of these hotels are personally known to our Hotel Correspondent, Mr. Ashley Courtenay, who will be pleased to give further details regarding them to readers who write to him, c/o "The Sphere."

ENGLAND

Aldeburgh.—Wentworth Hotel. Tel. 312 & 313.
Bath.—The Empire.
Bath.—Lansdown Grove Hotel.
Bath (Near).—Limpley Stoke Hotel.
Bath.—Pulteney Hotel. Tel. 3281, 3282, 3283.
Bath.—Grand Pump Room Hotel. Bath 3266.
Bexhill-on-Sea.—Hotel Riposo. Tel. 472.
Bigbury Bay (S. Devon.)—Burgh Island Hotel.
Blackpool.—The Metropole.
Blackpool.—The Headlands. A.A. and R.A.C.
Bognor Regis.—Royal Norfolk Hotel. Tel. 40.
Boscastle (Corn.)—Welltown Manor Guest Hse.
Bournemouth.—Bourne Hall Hotel. Tel. 5.
Bournemouth.—Canford Cliffs Hotel.
Bridport.—Battlecombe Guest House Hotel.
Brighton (Rottingdean).—Tudor Close Hotel.
Brighton (Saltdean).—Ocean Hotel.
Brighton.—Royal Crescent Hotel. Brighton 4171.
Bromley.—Sundridge Park Hotel.
Budleigh Salterton.—Rosemullion Hotel.
Bushey.—Bushey Hall Hotel.
Cambridge.—Blue Boar Hotel. Tel. 3030.
Chipping Campden.—Cotswold House Hotel.
Chislehurst.—Heatherbank Hotel.
Clacton-on-Sea.—Grosvenor Court.
Cornwall.—Whitesand Bay Hotel.
Cromer.—Overstrand Hotel. Overstrand 229.
Crowborough.—The Crest Hotel.
Dorchester (Dorset).—Antelope Hotel.
Dover.—St. Margaret's Bay Hotel.
Dulverton.—Carnarvon Arms.
Dulverton (Som.).—Woodcote Hotel. Tel. 129.
East Wittering.—Shore Hotel.
Exeter.—Royal Clarence Hotel.
Falmouth.—Greenbank Hotel.
Folkestone.—Princes Hotel. Telephone 2666.
Folkestone.—Queen's Hotel. Telephone 2219.
Frinton.—Grand Hotel.
Goring-on-Thames.—The Bull. Tel. Goring 57.
Hailsham (Sussex).—Woodside Hotel. Tel. 57.
Harrogate.—The Cairn Hydro. Tel. 4005.
Harrogate.—Granby Hotel. Tel. 3046.
Harrogate.—The Grand Hotel.
Harrogate.—Prospect Hotel.**** Tel. 3015.
Hastings.—Queen's Hotel. Tel. 201.
Hove.—Dudley Hotel. Completely modernised.
Leatherhead.—The Red House Hotel.
Lyme Regis.—Hotel Alexandra. Tel. 10.
Lynton.—Lee Abbey Hotel.
Lytham St. Annes.—Clifton Arms Hotel.
Malvern.—Malvern House Hotel. Tel. Malvn 338
Manchester.—Bowdon Hydro.
Marlborough (Wilts.).—Ailesbury Arms Hotel.
Matlock.—Smedley's Hydro. Tel. 17 (3 lines).
Midhurst.—Spread Eagle Hotel.
Newquay.—Headland Hotel. Tel. Newquay 2211.
Ockham.—The Hautboy. Ripley 20.
Oxford.—Mitre Hotel. Tel. 2335 and 3840.
Oxford.—Randolph Hotel. Tel. 2251 (2 lines).
Polzeath (N. Cornwall).—Dorrit Hotel.
Ramsgate.—The Granville.
Salisbury.—Old George Hotel. Tel. 3189.
Sanderstead (Surrey).—Selsdon Park Hotel.
Scarborough.—The Grand. 'Phone: 1053.
Sheringham.—Sheringham Hotel.
Sidmouth.—The Torbay Hotel.
Stow-on-the-Wold.—Talbot Hotel.
Stratford-on-Avon.—The Arden Hotel.
Stratford-on-Avon.—The William & Mary.
Taunton (Somerset).—Castle Hotel. Tel. 2671.
Torquay.—Grand Hotel.
Torquay.—Headland Hotel.
Torquay.—Roslin Hall Hotel. Tel. 4373 (2 lines)
Torquay.—Templestowe Hotel. Tel. 235811.
Torquay.—The Torquay Hydro Hotel. Tel. 2207.
Torquay.—Lincombe Hall. Tel. 2302.
Torquay.—Palm Court Hotel.
Treyarnon Bay (Cornwall).—Waterbeach Hotel.
Tunbridge Wells.—The Spa Hotel.
Twyford (Berks.).—Grove Hall Hotel. Tel. 106.
Washford (Somerset).—Dragon House. Tel. 215.
West Wickham (Kent).—Wickham Court Hotel.
Weymouth.—Royal Hotel. Tels. 627 & 628.
Worthing.—Greystoke Private Hotel. Tel. 991.

GREAT NORTH ROAD

(Figures in brackets show mileage from London)

Catterick (229).—Bridge House Hotel.
Sutton-on-Trent (133½).—Old England Hotel.

ENGLISH LAKES

Keswick.—Queen's Hotel.
Keswick.—Borrowdale Hotel. Borrowdale 24.
Keswick.—Royal Oak Hotel.

LONDON

Ambassadors Hotel, W.C.1. Tel. Euston 1456.
Bailey's Hotel, Gloucester Road, S.W.7.
Bryan House, Blackheath, S.E.3.
Kensington Palace Mansions Htl. W.8. Wes. 812
S. Kensington Htl., Queen's Gate Terrace, S.W.7
Stanhope Court Hotel, S. Kensington, S.W.7.
Thackeray Hotel, opposite the British Museum.
United Services Hotel, S.W.7. Tel. Wes. 7131.

SCOTLAND

Aviemore.—Aviemore Hotel.
Callander.—Dreadnought Hotel.
Callander.—Palace Hotel.
Dornoch.—Dornoch Hotel.
Dunblane.—Dunblane Hydro.
Edinburgh.—The Alison Hotel. Tel. 31295.
Edinburgh.—New Carlton Hotel.
Fife.—The Lundin Links Hotel. Tel. 7.
Gairloch (Ross-shire).—The Gairloch Hotel.
Galloway.—Southwick House. Tel. Southwick 7.
Gauntown-on-Spey.—Grant Arms Hotel.
Glen o' Dee (Banchory).—Royal Deeside Hotel.
Gullane.—The Marine Hotel.
Inverness.—Station Hotel.
Kyle of Lochalsh.—Lochalsh Hotel.
North Berwick.—Marine Hotel.
Oban.—Alexandra Hotel.
Onich.—Creagdhu Hotel.
Perthshire.—Amulree Hotel, Sma' Glen.
Perthshire.—Castle Hotel, Glendevon.
Perthshire.—Trossachs Hotel, Loch Katrine.
Perth.—Station Hotel.
Pitlochry.—Atholl Palace Hotel.
Pitlochry.—Pitlochry Hydro.
Rothesay.—Glenburn Hotel.
Skelmorlie.—Skelmorlie Hydro.
Stranraer.—Auld King's Arms.
Tomintoul (Banffshire).—Richmond Arms Htl.
Troon.—Marine Hotel.
Tweedsmuir.—The Crook Inn.

CHANNEL ISLANDS

Jersey.—St. Brelade's Bay Hotel.

WALES

Conway.—Oakwood Park Hotel.
Llangollen.—The Hand Hotel.
Llandudno.—Imperial Hotel. Facing sea.
Tan-y-bwlch.—Oakeley Arms Hotel.

NORTHERN IRELAND

Belfast.—Grand Central Hotel.
Belfast.—Midland Station Hotel (LMS-NCC).
Portrush.—Northern Counties Htl. (LMS-NCC).
Rostrevor.—Great Northern Railway Hotel.

EIRE

Bundoran (Co. Donegal).—Gt. N. (Rly.) Hotel.
Dun Laoghaire (Kingstown).—Ross's Hotel.
Glendalough (Co. Wicklow).—Royal Hotel.
Greystones (Co. Wicklow).—Grand Hotel.
Greenore.—Great Northern Railway Hotel.
Kingstown (Co. Dublin).—Royal Marine Hotel.
Rosapenna (Co. Donegal).—Rosapenna Hotel.

CONTINENTAL HOTELS

BELGIUM.

Antwerp.—Grand Hotel de Londres.—Best position in town. Highest service at reasonable rates. Telegrams: Lonhotel, Anvers.

FRANCE.

Aix-les-Bains.—Hotel Beau Lieu.—Family hotel. Famous cooking. Moderate terms. Open all the year.

Cap Martin.—Cap Martin Htl.—Free bus ser. with Monte Carlo & Menton. Tennis. Swim. pl. 15 acres pr. pk. Inc. fr. 120 f. With bath fr. 140 f.

Chamonix (Mt. Blanc).—Hotel Bellevue.—Open all the year. Family hotel with all latest comfort. Large garden.

Le Touquet.—Hotel des Anglais.—In forest adjoining Casino. Every possible comfort. Large park. Own bus to Golf and Sea. Moderate.

Le Touquet.—Hotel Regina.—Facing Sea. Opposite Swimming Pool. First-class residential hotel. Attractive inclusive rates.

Le Trayas (Var) French Riviera—Navirotel near Cannes' golf. Take a cruise without leaving land. Ask for illustrated booklet with terms.

Monte Carlo.—Le Grand Hotel.—350 Rooms. 280 Bathrooms Entirely Renovated. Open all the year. Central. Opposite new Sporting Club.

GERMANY.

Baden-Baden.—Hotel Frankfurter Hof.—Wholly renovated, facing Kurpark, a home fm. home. Manager's wife English. Prices mod.

Bad Gastein.—Grand Hotel.—Gasteinerhof.—Sunniest hotel. 1st cl. 180 bedr'ms. Pens. from RM.9.50. Patr. by English soc. Open in winter.

Badgastein.—Hotel Straubinger.—First-class family hotel, 200 rooms. Thermal-bath in hotel, garage. Pension from RM. 10 upwards.

Badgastein.—Parkhotel Bellevue.—the house of international society, 360 beds. £1 a day.

Bad Nauheim.—Der Kaiserhof.—First-class Hotel. Large garden, facing baths and Kurpark. 150 rooms, 50 bathrooms. Pension from RM.11.

Bad Nauheim.
Jeschke's Grand Hotel.
The home of the discriminating client.

Cologne, Schweizerhof, Victoriastr. 11.—100 beds, all mod. comf., garage, A.A. hotel, quiet sit., home fr. home, incl. trms. fr. RM. 7.00.

Dresden.—Hotel Bellevue.—The ldg. hotel. Dir. pos. on river Elbe. Garden, park, terraces, bar, orchestra, gar. Man. Dir. R. Bretschneider.

Frankfort-on-Main.—Hotel Frankfurter Hof—Leading, but not expensive. Grill room. Bar.

Frankfort (on-the-Main).—Park Hotel.—Near Central Station. Famous for its Hors D'œuvres. Rooms from M.5. Garage & Pumps on premises.

Franzensbad.—Hotel Königsvilla.—The leading hotel near Bath-houses and Springs. Own large Garden.

Leipzig.—Hotel Astoria.—The latest and most perfect hotel-building. Select home of international Society and Aristocracy.

GERMANY—*continued.*

Munich.—The new **Hotel Excelsior**, near the Hauptbahnhof. First-class, modern, and quietly placed. Rooms from RM. 3.50 onwards.

Sand.—Kurhaus Sand.—R.A.C. Hotel (2,900 ft.) Black Forest, nr. Baden-Baden. Lake and sunbathing, fishing. Incl. terms fr. Mks.6. Catal'gs.

Wiesbaden.—Hotel Schwarzer Bock.—1st-cl. family hotel. 310 beds. Med. Bath in hotel. Golf. Tennis. Garage. Pension from Mk. 9.

Wiesbaden.—Hotel Nassauer Hof.—World-rnd. Finest pos. opp. Park & Opera. Wiesbaden Spr'gs. Pat'd by best Brit. Soc. Pen. fr. 12 Mks.

Wiesbaden.—Palast Hotel.—First class hotel, opposite Kochbrunnen. Every poss. comfort. Own bath. estab. Pension from RM.10.

Wiesbaden.—Hotel Rose.—World-renowned. Opposite Park and Spring. Own bath. Establ. Patronised by best Society. Pens. fr. Marks 12.

Wiesbaden.—Hotel Vier Jahreszeiten.—(Four seasons). Select home of Soc. Best posit. op. Kurhaus, Opera, Parks. Pension from RM.12.

ISLAND OF MADEIRA.

Funchal.—Hotel Victoria.—Op. Csno., h. & c. Spring and Summer from 8/6 incl. Under the propprs. supervision. Cables-Comfort, Funchal.

SWITZERLAND.

Glion (2,200 ft. ab. sea level).—Grand Hotel & Righi Vaudois.—Lead Htl. lowest rates. View of Lk. Geneva. Ten. Gar. 15 mins. fr. Montreux.

Lausanne.—Belvedere Hotel.—Best position, first-class cuisine, diet. Weekly terms, all inclusive, from £4.0.0.

Lausanne.—Hôtel Meurice.—On the lake. 110 beds. The best first-class hotel, entirely renovated. Inclusive terms 11/-. Garage. Garden.

Lausanne.—Hotel Mirabeau.—Delightful residence. Homelike atmos. All cmfts. & amenities. Renowned cuis. Diet. Inclu. terms from Fr.13.

Lausanne-Palace-Beau-Site Hotel.—Most-up-to-date, ideally situated. Ex. cuisine. Bar grill-room. Orches. Reasonable rates. Lucien A. Poltera, dir.

Lucerne.—Hotel Balances & Bellevue.—1st.-cl. fmly htl, ev. comf., qt. sit., lvly vw. on lake & mntns, op.-air res. Pens. fr. 13.50. J. Haecky, pr.

Lugano (Southern Switzerland) Grand Htl. Palace.—Unrivalled sit. on the lake-prom., quiet—yet central, beautiful lge. park, open-air restaurant.

Lugano (Southern Switzerland).—Majestic Hotel—Strictly first class. Best view, full south. Own priv. swim. pl. Open-air rest. Mod. prices.

Lugano (Southern Switzerland).—Hotel St. Gotthard-Terminus.—Fam. htl., mdn. cmfts. Beaut. view. Ex. food. Lge. grdn. Gar. Mod. terms.

Lugano.—Hotel Splendide.—First class in every detail, lovely situation on the lake. Family. R. FEDELE.

Thun.—Hotel Victoria.—Baumgarten.—Central position, large park. Golf. Plage. Own trout fishing river. Moderate terms. Diet.

Zurich.—Hotel Bellerive au Lac.—Finest sitn. at entrance to Swiss National Exhibition. Open-air terrace con. with Restaurant and bar.

BELGIUM

For INEXPENSIVE Continental Holidays

"EUROPE IN A NUTSHELL"—BELGIUM! And only just across the water. Here, within easy reach, is everything which provides that "Continental" feeling, which is such a real holiday change.

Golden sands, marvellous bathing, famous resorts, wonderful old cities of art, spas and the beautiful forest and river scenery of the Ardennes, with Casinos, cafes, dancing and all kinds of health-giving sports, combine to make a holiday in Belgium a memorable experience.

The season is packed with interesting events, including the International Water Exhibition at Liege (May-November), the Memlinc Exhibition of Paintings at Bruges (commencing in June) and the picturesque Play of the Holy Blood, also at Bruges (August 5th-13th).

And it's so cheap. The low cost of living favours the British holiday-maker. Hotels are good, modern and inexpensive, and it is Belgium's proud claim that one gets more for one's money there than anywhere else in Europe.

NEW! *BELGIAN TOURIST VOUCHER*

- **Ask for special folder giving particulars of *New Belgian* Tourist Voucher (price 4s. 6d.) affording a reduction of 35% in fares on the Belgian Railways; also reduced entrance fees to various places of interest in Belgium.**

CHEAP HOLIDAY TICKETS via DOVER—OSTEND

For Information, call or write Belgian Railways & Marine, 99, Regent Street, S.W.1, or Southern Railway Continental Enquiry Office, Victoria Station, S.W.1. Also Travel Agencies where programme of inclusive arrangements can be obtained.

MORE FOR YOUR MONEY

Sir Edward
the enthusiastic.

Sir Edward: "With banks and bookmakers security with me comes first . . ."

Lord Bobs: "That's why you bank with the Big Five . . ."

Sir Edward: "And bet with Duggie . . . he's as safe as the Bank of England."

★ "DUGGIE IS WAITING TO OPEN A CREDIT ACCOUNT WITH YOU"

Douglas Stuart *Ltd.*

"Stuart House," Shaftesbury Avenue, London, W.C. 2

PRINTED IN ENGLAND by EYRE & SPOTTISWOODE LIMITED, *His Majesty's Printers*, at East Harding Street, London, E.C.4, and Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., 32-34, St. Bride Street, London, E.C.4.—*May* 13, 1939. Entered as Second-class Matter at the New York (N.Y.) Post Office, 1903.